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THE  
BICYCLING  
WORLD  
FOUNDED  
1877  
and MOTORCYCLE REVIEW

In which is incorporated "THE WHEEL" (New York) and the "AMERICAN CYCLIST" (Hartford)

Vol. LII  
No. 1

New York, N. Y., Saturday, September 30, 1905.

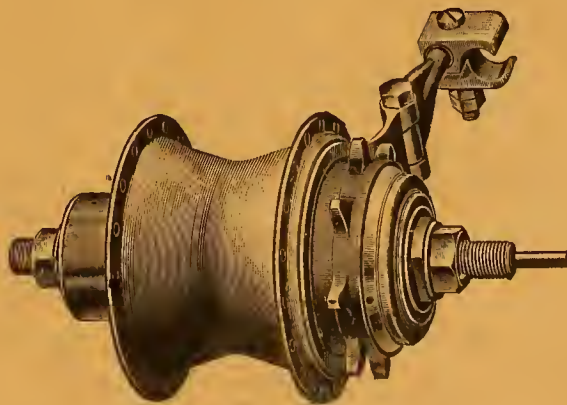
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## THAT GLORIOUS COAST OR EXHILARATING CLIMB

which makes cycling so zestful at this season can be obtained  
in most pleasurable fashion by using the

### Standard Two-Speed and Automatic Coaster Brake

Each operation  
independent  
of the other.



Applicable to  
any chain bicycle,  
old or new.

And on the level, when the Autumn headwinds blow, that change from high to low  
gear is just as grateful as the other virtues of the device.

**THE STANDARD COMPANY.**

Makers also of Diamond E Spokes, Star and Bridgeport Pedals and Star and Sager Toe Clips.  
TORRINGTON, CONNECTICUT, U. S. A.

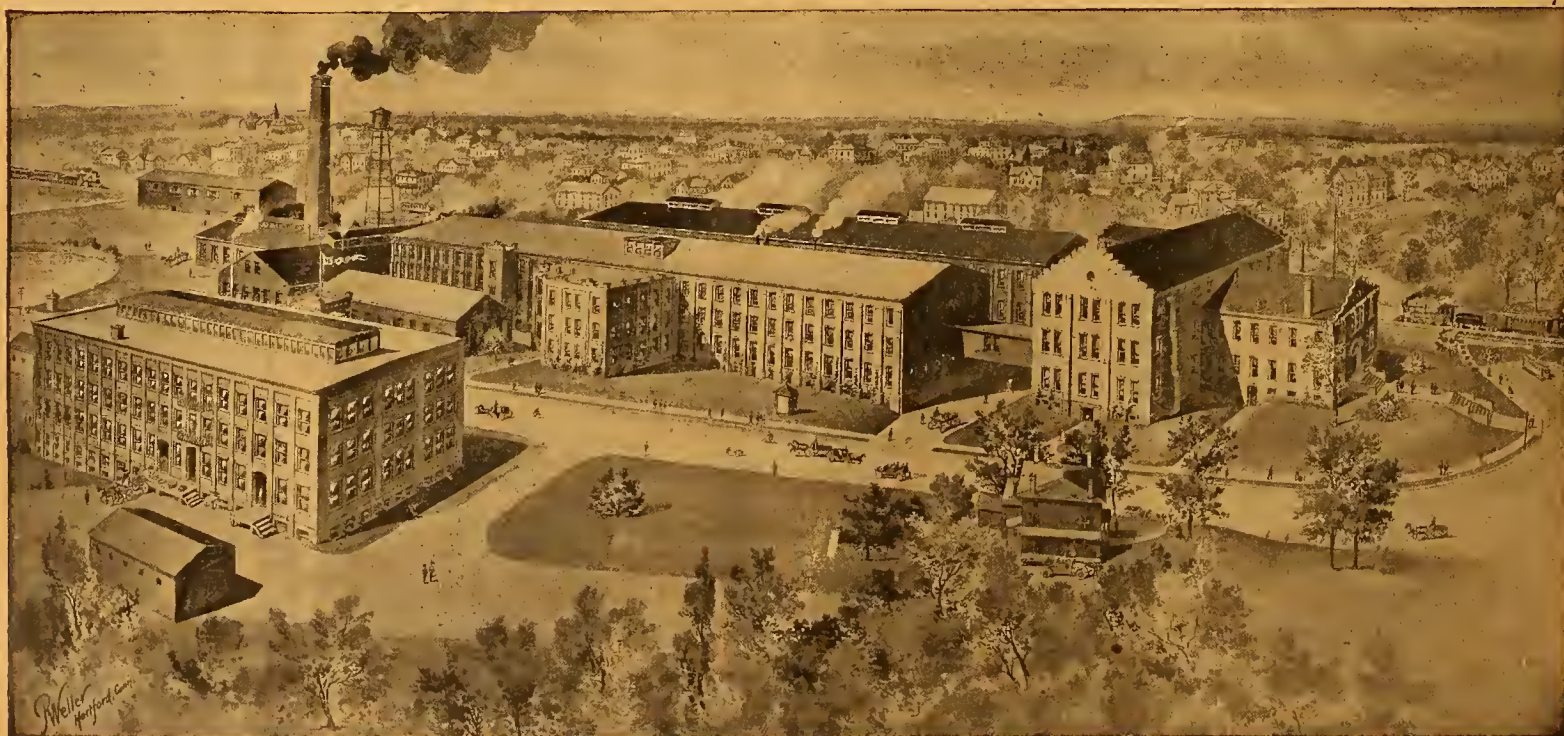


# HARTFORD TIRES

THE FAMILIAR NAME  
AND TRADE MARK



## ALWAYS GOOD



THE HARTFORD RUBBER WORKS CO.,  
Hartford, Conn.



The  
**Finest Cycling Days**  
**Have Come.**

**ENJOY THEM**  
**to the full.**



will help you do so.

---

**KOKOMO RUBBER COMPANY,**

KOKOMO, IND.

# DON'T BUY A LAWSUIT.

***In Your Purchase of Tires it is  
"Better to be Sure than to be Sorry"***



The courts have repeatedly held that the purchasers and users of an infringing article are as culpable as the manufacturer thereof.



## SUIT HAS BEEN INSTITUTED

against the CONTINENTAL RUBBER WORKS, Erie, Pa., in the U. S. Circuit Court, Western District of Pennsylvania, for infringement of the basic Tillinghast patent on single tube tires, and there is in force an injunction against one of the Continental customers, issued by the U. S. Circuit Court, District of Mass.

**The Following Manufacturers are Licensed to Make and Sell Single  
Tube Tires Under the Tillinghast Patent:**

HARTFORD RUBBER WORKS CO.

DIAMOND RUBBER CO.

FISK RUBBER CO.

PENNSYLVANIA RUBBER CO.

INDIANA RUBBER & INSULATED WIRE CO.

GOSHEN RUBBER WORKS.

LAKE SHORE RUBBER CO.

B. F. GOODRICH CO.

GOODYEAR TIRE & RUBBER CO.

KOKOMO RUBBER CO.

INTERNATIONAL AUTOMOBILE & VEHICLE  
TIRE CO.

MORGAN & WRIGHT.

BOSTON WOVEN HOSE & RUBBER CO.

***Buy of them and Avoid Litigation.***

# SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.



FOR THE  
**SEVENTH TIME**  
 has  
**FRANK L. KRAMER**  
 Won the  
**Championship of America**  
 on a  
**PIERCE BICYCLE**

It is the result of well sustained quality on the part of both  
 man and machine—the quality that appeals to thinking men.

THE GEORGE N. PIERCE CO.,      =      =      Buffalo, N. Y.

**IF YOU SEEK VALUE FOR YOUR MONEY**

you will find it in attractive and unparalleled  
 proportions in the

**YALE AND THE SNELL BICYCLES,**  
**\$50 = \$35 = \$30.**

**IN MOTORCYCLES**

there's nothing quite in the class of the

**YALE-CALIFORNIA.**

**RUNS SLOWLY AS WELL AS IT RUNS FAST,**

and slow speed is as important as fast.

Motor, Carburetter, Vibrator, Muffler, Grip Control, Spring Handle Bar and  
 Spring Fork are all original and used exclusively on this machine.

CATALOGUE OF EITHER BICYCLES OR THE MOTORCYCLE ON REQUEST.

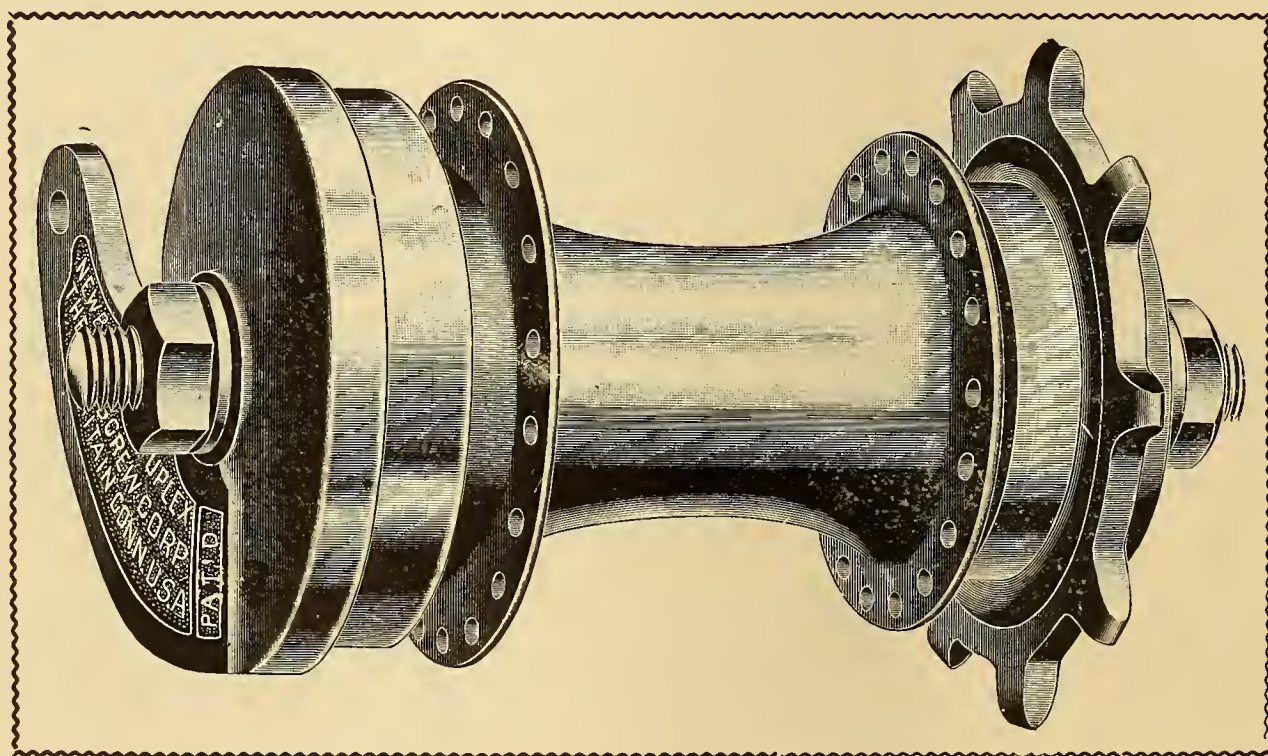
**CONSOLIDATED MFG. CO.**      -      -      -      **Toledo, Ohio.**

# The Corbin Duplex

AND

# Mechanical Perfection

ARE SYNONYMS.



When you buy one you get the other.  
All that can be desired in a Coaster brake.

---

**CORBIN SCREW CORPORATION,**  
New Britain, Conn.



# The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LII.

New York, U. S. A., Saturday, September 30, 1905

No. 1

## POPE FILES THIRTY SUITS

**Following Up the Decision in the Bottom Bracket Case—Many Big Defendants.**

Fortified with Judge Ray's decision favorable to their bottom bracket patent, and without waiting for the appeal of the defendant manufacturers to be decided, the Pope Mfg. Co. has more than made good its threat to proceed against the larger distributors of the bicycles which are alleged to infringe the patent. Within the past week suits for accountings and injunctions were filed against some of the best known concerns in widely separated parts of the country, six manufacturers being also on the list, which is as follows:

Manufacturers—Iver Johnston Arms and Cycle Co., Fitchburg, Mass.; Hendee Mfg. Co., Springfield, Mass.; Hudson Mfg. Co., Hudson, Mich.; W. G. Schack, Buffalo, N. Y.; Fowler, Manson, Sherman Cycle Mfg. Co., Chicago Ills.; Light Mfg. & Foundry Co., Pottstown, Pa.

Jobbers—Baker & Hamilton, San Francisco, Cal.; Leavitt & Bill, San Francisco, Cal.; Eugene Arnstein, Chicago, Ills.; Beckley, Ralston & Co., Chicago, Ills.; Guarantee Tire & Bicycle Co., Indianapolis, Ind.; Van Camp Hardware Co., Indianapolis, Ind.; J. F. Schmelzer & Sons Arms Co., Kansas City, Mo.; Fletcher Hardware Co., Detroit, Mich.; Marshall Wells Hardware Co., Duluth, Minn.; Norvall Shapleigh Hardware Co., St. Louis, Mo.; Delancy P. Harris, New York, N. Y.; New York Sporting Goods Co., New York, N. Y.; Manhattan Storage Co., New York, N. Y.; Ball-Fintze Co., Newark, Ohio; MacIntosh Hardware Corp., Cleveland, Ohio; Bindley Hardware Co., Pittsburg, Pa.

Department Stores—John Wanamaker, Philadelphia, Pa.; Kauffman Bros., Pittsburg, Pa.; Marshall Field & Co., Chicago, Ills.; Fourteenth Street Store, New York, N. Y.; R. H. Macy & Co., New York, N. Y.; Siegel-Cooper Co., New York, N. Y.; Simpson-Crawford Co., New York, N. Y.

Mail Order House—Sears, Roebuck & Co., Chicago, Ills.

## Warner on the Southern Situation.

George C. Warner, who covers the South for the Miami Cycle and Mfg. Co., was in New York for two days of this week, after a vacation spent in this part of the country. En route to his home in Florida, Warner will stop over at the Miami factory, in Middletown, Ohio. He already has foreknowledge of the 1906 Racycle, and remarked that several new things would be uncovered before the opening of the new year. Like all of those connected with the Racycle establishment, Warner is full of bicycle enthusiasm and earnestness, undiluted with automobile inclinations. He said that the Miami Co.'s business in his territory had shown a good increase this season, and that there were no clouds on the future; in fact, he affirmed that in the South, more Racycles have been sold than of all other high grades combined.

## Hendee to Make Motorcycle "Vans."

The Hendee Mfg. Co., Springfield, Mass., will next week take possession of the new factory on State street, that city, which they have leased, and in which they expect to be fully established before November 1. The new building is of five floors, and will about quadruple the Hendee facilities. They are made necessary by the Hendee plans for 1906. These include not only a doubling of the output of Indian motor bicycles and the production of several hundred tri-cars, but also of a large number of "vans," or parcel carriers, which will be made interchangeable with the front seat of the tri-car. Since it made its formal appearance on the market some six weeks ago, it has aroused more interest than seemed possible.

## M. & W. Have Opened Two More Branches.

Morgan & Wright have finally permanently located their branch in Boston at No. 208 Columbus avenue. It will be managed by Alfred Measure. The well known Chicago tire makers have also established a similar branch at No. 708 Hennepin avenue, Minneapolis, in charge of C. S. Marshall.

## Retail Record.

Oakland, Cal.—William Levy, new store.

Bartow, Fla.—J. D. Crum, succeeds J. R. Wiggins.

## METZ AND MARSH MERGE

**Conditions of the Consolidation—Metz Tells What Brought It About.**

C. H. Metz, Waltham, Mass., maker of the motorcycles that bear his name, has consolidated his business with that of the American Motor Co., Brockton, Mass., who manufacture the Marsh machine. The amalgamation dates from September 18, the Brockton concern assuming all of Metz's debts and book accounts.

Metz acquires a substantial interest in the American Motor Co., and will have an active part in its management. The consolidation was brought about, he says, because of his lack of adequate facilities to take care of increased trade.

Although a Brockton paper some four weeks since caused some amusement by stating that "Metz, a well known rider, will use a Marsh machine next year"—the significance of the statement is now made plain—it is not definitely known whether the Metz, which employs a Thor motor and chain drive, will lose its identity or will continue to be made in connection with the belt driven Marsh, which is the product of the Brockton factory. Inquiry on the point has failed to elicit a response.

## English Exports Maintain Strength.

For the month of August, England's cycle exportations maintained the increased strength that was marked this year. Five thousand and forty-five complete bicycles, valued at £30,303, and parts to the value of £52,557 were sent abroad, the aggregate being £82,860—the best month since May, 1898. In August, 1904, the total exports were valued at £74,831. For the eight months ending with August the aggregate exports reached a value of £6608,153, as compared with only £487,256 in the corresponding period of the previous year.

## Germany Increases Foreign Trade.

Germany's foreign business in motorcycles and parts is attaining considerable proportions. During the first six months of the current year it reached a value of \$240,000, as against \$147,800 during the corresponding period of 1904. Holland and Denmark receive the bulk of the goods.

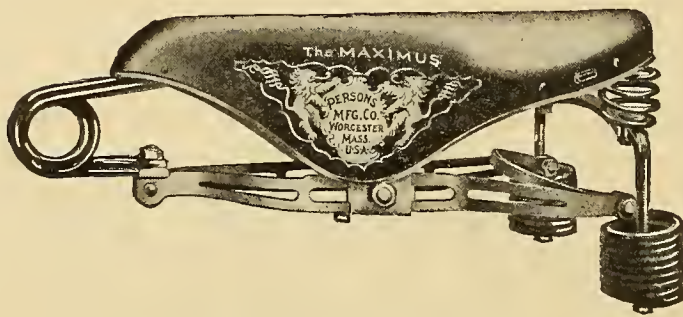
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## PERSONS'S NEWEST SADDLE

**He Believes He Finally Has Routed Vibration—Explains His Discovery.**

Charles A. Persons, otherwise the Persons Mfg. Co., of Worcester, Mass., has a new saddle. Although the cycle industry has been supposed to be in the doldrums for several years past, and new ideas in saddles were about the last things the average man thought probable. Persons has shown that where there's a will there is indeed a way, and has each year proved it by producing at least one new saddle—and he made his reputation by never producing one that was not good or that lacked quality. But this very newest saddle—it is termed the Maximus



and is shown by the accompanying illustration—is one of which Persons is unusually proud. He waxes enthusiastically eloquent in talking of it, and his fund of "saddle lore" is so rich that it deserves heed when it is drawn on. While his new creation was being discussed a suggestion that finality in most things cycling had been reached induced him to draw interestingly on this fund.

"It has," he replied in response to the suggestion. "It was long ago demonstrated that the best form for a rolling wheel was round. Also the old time beliefs that a setting hen lays no moss, and that a rolling stone is hard to hatch, are now accepted as facts, even in Missouri.

"However, there are some things about this new saddle which only came to us last spring when experimenting with our motor seat, and they are worth understanding. More gray matter has been developed and wasted on vibration annulling devices than on all other features of the bicycle combined. It started with the velocipede and the substitution of leather tires for iron, then twisted rawhide, rubber and the pneumatic. Long before the latter came spring frames were being evolved by the score, and the thinkers are still at it in connection with the motor bicycle.

"Along with them the bicycle saddle has done its share toward supporting the Patent Office and bankrupting some people. We have in our files copies of five hundred and fifteen patents issued on saddles in this country, while probably double that number of applications was filed and then abandoned for one reason or another. Therefore it would seem

a reasonable conclusion that the limit in bicycle saddle spring designing had been reached long ago. Yet this is not true, for the greatest step that the art has taken is but now being made known in the trade. Strange to relate, the basic principle was evolved some twenty years ago by Lamplugh, the Birmingham, England, saddle manufacturer, who, in seeking to provide a tricycle with a suitable seat, swung extension springs from the underframing of the seat and carried the weight of the rider to this pair of springs through a pair of crescent shaped rods, which, leaving the cantle, curved outwardly, downwardly and in again and connected with the extension springs at their lower ends. This saddle was patented in the United States in 1888, seventeen years ago. From time to time since that date, and especially since the appearance of the safety bicycle, saddles have appeared, the inventors

of which have sought to bring the principle referred to into a better form of construction, but we believe we are the first to practically perfect it in all details.

"A clear understanding of the methods through which our duplex compound springs combine all of the good features known to the art of spring designing and yet eliminate the defects which have appeared in saddles of somewhat similar appearance, may be easily obtained. Primarily, such a saddle is intended for a rider who uses it for his comfort, and who carries nearly all of his weight upon it. Such a rider on an ordinary coil spring saddle, when passing over an obstruction or at full speed over inequalities of the road, is subjected to a diminishing series of five or seven bounces or 'rebounds,' according to the size of the obstruction encountered or the speed at which he is travelling. This is known to all riders. On the same saddle when riding over cobblestones, Belgian block, or a really rough road, he is subjected to similar vibrations which, while less in degree, are far greater in number and sometimes come so fast as to make one's teeth chatter.

"In our new Maximus saddle and Persons Motor Seat this 'rebound,' or vibration, according to the size or the number of obstructions encountered, is annulled or absorbed within the springs in the following manner: Each pair of springs, the upper and lower, differs from the other in diameter of coil, diameter of wire, pitch of coil, direction of coil, length of wire in coil, and direction of action spring. When under load the upper springs are in compression,

and they in turn extend the lower springs, putting them in tension. Neither pair of springs being in "tune" or sympathy with the other, owing to their differing in every detail and dimension, neither will transmit the blows or vibration received by the other. Thus when the cycle travelling at speed passes over an obstruction, the underframing of the saddle is made to approach the rider, but the machine instantly returns to its level, without the rider having been disturbed or 'rebounds' following. In event of an extreme rise being taken by the wheels of the machine and the girder brackets being made to reach the base of the upper springs (the compression), the resilience of these springs remains to protect the rider against jar. Normally, however, the lower springs will be distended from a half to one inch and the upper springs compressed about three-eighths of an inch, according to the weight of the rider. The gliding sensation afforded by these compensating springs more than makes a cushion frame bicycle out of a rigid one."

### The Real Profit on Cheap Bicycles.

"There are two ways of looking at the bargain counter bicycle," remarked the old dealer with a twinkle. "I sell them not because I want to do so, but in order to meet competition, and I find that I turn quite a few honest dollars into my pockets in the course of a year.

"Of course, you and I know that the bicycle is sold cheaply chiefly because its equipment is cheap—the tires are usually the rottenest things it is possible to create; there's no rubber in them, and if they last a month the rider is lucky; the pedals and the chain and the saddle are not much better. But the people who buy such machines have price in their eyes and can see nothing else. If their price will buy an enamelled frame fitted with two wheels that's their idea of a bicycle.

"When I meet people of that stripe I don't waste time talking quality. I give them what they want, for it is my experience that I generally get the price of a high grade bicycle before they are through with the crock. It is a rare instance in which they do not come back for at least a pair of tires and a pair of pedals, and then they are usually willing to pay the price of good ones. Why, only two weeks ago a man who would not have anything but a \$22 bicycle paid me \$17 for refitting it. I figure on getting from \$7 to \$12 additional on every cheap machine I sell, so I don't look the gift horse too closely in the mouth."

### To Shorten a Stretched Chain.

When a chain has stretched, but not sufficiently to permit a link to be removed, it can be shortened by rather gently tapping with a hammer each side of each rivet. Care must be exercised, however, as a blow too hard will cause the joints to bind.

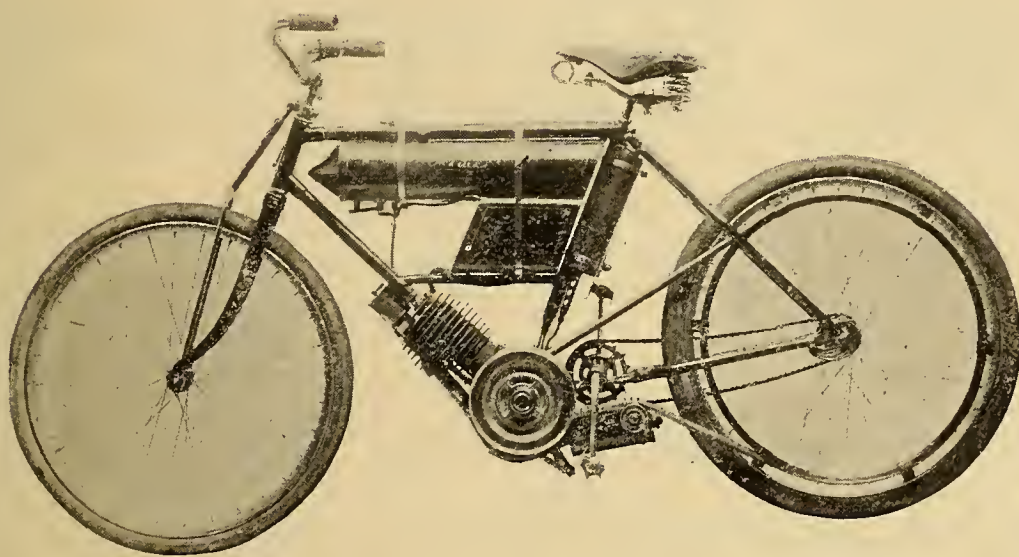
"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York. \*\*\*



## THE ALTERED AUTO-BI.

**Radical Remodeling of the Machine Carries  
With It Many New New Features.**

For 1906 the Thomas Auto-Bi has been so completely remodelled as to bear no resemblance to any of its predecessors. Instead of being built into the upright seat mast, the motor is built into the lower frame tube, the design of the frame itself being altered, while a motor with outside flywheel is employed, as shown by the accompanying illustration.



Its specifications are substantially as follows:

Height—21 inches. Tubing— $1\frac{1}{8}$  inches, 14 and 18 gauge. Head—Drop forged, one piece. Wheelbase—53 inches. Fork—Thomas patented cushion, spring truss, extra heavy. Wheels—Extra heavy spokes and rims, Corbin motorcycle rear hub, Goodrich motor tires; front,  $1\frac{1}{4}$  inches; rear, 2 inches. Transmission—Thomas patented steel and leather belt. Battery—Four No. 6 dry cells, packed in wood packing, with special flexible wire connections; no more loose connections or packing. Oil Tank—Capacity, one quart; easily operated while machine is in motion. Seat Post—Ives (long) spring seat post gives same result as spring frame, and does away with extra parts. Control—Handlebar control grip, advances or retards spark and lifts exhaust. Gasolene Tank and Battery Box—Torpedo point, round tank; capacity, six quarts. Idler—Automatic ball bearing idler, adjusted by thumb screw. Muffler—Extra large, almost noiseless; one nut removed allows muffler to be taken apart easily; spring cutout to relieve back pressure. Motor—3 horsepower; bore,  $2\frac{7}{8}$  inches; stroke,  $3\frac{1}{4}$  inches. Flywheel—Outside flywheel with "U" belt pulley case in one piece with flywheel. Crank Cases—Upper crank case, bolted direct to frame; lower case removable for inspection of interior of motor without removing motor from frame. Ignition—Make and break is made by contact between two tempered steel pins, thus eliminating plati-

num points; device is self-cleaning, and will run no matter how much oil is on it. Gears—Timing gears can be inspected by removing one nut; impossible to set them wrong, as gears are marked plainly. Exhaust lever lift is placed on outside of case, making it easily accessible. Connecting Rod—Phosphor bronze, adjusted to take up wear. Bearing—Phosphor bronze,  $1\frac{1}{8}$  inches in diameter, giving large bearing surface, with great wearing power. Belt Pulley—Size, 18 and 22 inches; pulley attached to rim, doing away with all strain on spokes. Mixer—"Thomas." Spark Plug—Mica. Finish—Thomas red; tank, frame and forks. Rims, black. Special

Equipment—For which extra charge will be made: G. & J. or Dunlop detachable tires and steel rims; Thomas corrugated mud guards, black enamel finish.

### Swenson to Build Motorcycle Garage.

B. A. Swenson, the Providence (R. I.) dealer, who has been applying himself to motorcycles for the last four years, is now building a storage room, or garage, to be devoted exclusively to motorcycles. One room will be fitted up for club use. When completed the Providence Motorcycle Club will be resurrected. Lacking a club, Mr. Swenson conducts a run every Sunday from his store. Although an instalment house which sold a trouble making machine hurt the business not a little, Swenson reports that he this year disposed of forty-five motor bicycles, either new or second hand. He sold about ten of them on instalments—\$40 down and \$3 per week—and had but one machine returned, and that because the owner, after having been run into by a streetcar, had to cease riding to keep peace in his family.

### Too Many Spanners Required.

It is suggested by an English cyclist that three machines should be given by the manufacturers with each spanner, instead of the other way round. He is forced to the suggestion by the fact that no less than six different spanners are necessary to move the various nuts on the two wheels he owns, and even then there is an occasional one unprovided for.

## BIGGEST BUYER AT RETAIL

**And He Never Sought Discount—Unusual  
Hobby of Rich New Yorker.**

"There's a man who has bought more bicycles at retail than any other man in the world."

This rather astonishing remark was let fall by M. L. Bridgman, the veteran Pope agent in upper New York, a few days since. As he spoke, he indicated a man of medium height and spare build, who looked nearer to fifty years of age than sixty. He was D. D. Brinckerhoff, a New Yorker, who made his pile in the biscuit business.

"How many?" responded Bridgman, repeating the inquiry put to him.

"Well, at a rough guess, I should say he bought all of three hundred and fifty from me; every one of them was of the highest possible grade and equipment. He never asked or sought less than list price."

"What did he do with them?"

"Gave them to his friends and acquaintances. Giving away bicycles became a habit with Mr. Brinckerhoff and one which grew out of enthusiasm due to the benefits which he himself had experienced. When he first came into my store he was on crutches, a sufferer from chronic rheumatism. Bicycle riding did him so much good that he soon put aside his crutches and became a thoroughly seasoned rider. Thereafter any one who knew him even half well had no need to express more than a mild desire to possess a bicycle to have his or her wish satisfied at the expense of Mr. Brinckerhoff. Of course, his generosity was imposed upon in some cases, but it did not affect the 'fairly godfather' in any way; he simply kept on making gifts of bicycles. As I said, every one of them was of the highest grade; most of them were full nickelled and no equipment was too expensive. It was at the time when cycling was in its heyday that Mr. Brinckerhoff was most strongly possessed of the habit. There were no cheap bicycles at that time, and most of those which he presented to his friends and acquaintances cost about \$150.00. He himself still rides, but he has outgrown the practice," commented Mr. Bridgman with a smile.

### Jersey Thief Nabbed in Brooklyn.

Equipped with a flashlight, a large bunch of assorted keys, a revolver and another man's bicycle, John Kreska, twenty-nine years old, of Passaic, N. J., has been taken up by the police of Brooklyn. When arrested he showed fight, and was about to do things with the gun when he was overpowered and put out of harm's way. It is said that the machine belongs to George Smith, of Clayton Place, Jamaica, Long Island.

Up to about September 1, there were 27,435 motorcycles registered in France. In 1904, the total number recorded was 19,816. In Great Britain, the increase has been even greater—from 21,974 to 34,696.



# IT COSTS NOTHING

to obtain a National catalogue and yet what it contains is of real interest and instruction to every person interested in bicycles. It illustrates some time-tried features of the

# National Bicycles

that are wholly unlike the features contained in any other bicycle and that cannot fail to impress all who are unacquainted with them.

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NATIONAL CYCLE MFG. COMPANY, - Bay City, Mich.

Real Tire satisfaction can only be obtained  
from a tire that has proved itself  
safe and reliable.

# FISK TIRES

represent the highest achievement of the tire-maker's art. They give perfect satisfaction where others fail—because every one is carefully made for service, as well as comfort.

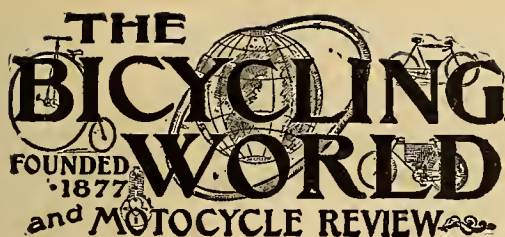
Every User of a Fisk Tire is an Enthusiast.

They are a superb product for those riders who appreciate a far from ordinary tire

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THE FISK RUBBER CO., Chicopee Falls, Mass.





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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, SEPTEMBER 30, 1905

### In the Trail of War.

Now that the war in the Far East is over, it behooves the American manufacturer who "looks alive" to turn his attention in that direction, as, if history repeats itself, there soon should be good business obtainable in that part of the globe.

It is an odd and inexplicable fact that during late years the bicycle never has failed to follow the bullet. The export statistics for the years following the disturbances in China, Cuba and the Philippines bear witness to it. While it was not long sustained, for a year or two the demand for bicycles from those countries showed a tremendous increase.

At the time of the breaking out of the war with Russia, Japan was America's best customer, and despite the turmoil, its purchases during the last year and a half have been considerable. The return of nearly a million young men to the empire naturally suggests that even the former and satisfactory order of things pertaining to bicycles will be renewed, and on an even larger basis. Whether the war will also leave the impress or influence of the bicycle in China also is a pleasant idea, but an unsafe proph-

ecy. That country, with its uncounted millions, always has been one of the sweet dreams of the future that may or may not take material form as suddenly and as unexpectedly as was the case in the Philippines.

However, there remains the broad general fact that the bicycle has followed the bullet, which carries its own suggestion, so far as Japan is concerned at any rate.

### About the Tandem Tricycle.

If public interest or curiosity counts for anything, the motor tandem tricycle, or so-called tri-car, is due to obtain an unsuspected degree of popularity.

We confess that we had small faith in its future or small idea that it would appeal to the public. It seemed that it came into such close conflict with the runabout type of automobile that it must have a hard row to hoe and must receive scant notice.

If the attention and inquiry aroused by the appearance of the first one in New York is any criterion, however, this assumption is far wrong. As a matter of fact, when this machine was received at the store of an up-town dealer, such a crowd congregated that the policeman on the beat actually was compelled to enforce the "move on" order, and since, wherever it has gone, people have turned to look at it, and wherever it has stopped they have gathered and their comment is surprisingly favorable.

While we are still of opinion that the tandem bicycle, possessing the undoubted advantages of single track vehicles, ultimately will prove the most popular form of passenger-carrying motorcycle, it seems plain that at this time the tandem tricycle is not to be despised, and that it is possible for the wideawake dealer to make of it a serious competitor of the runabout. It carries as many passengers and as comfortably, it is infinitely simpler and lighter and more readily handled; its price is half as much as that of the four-wheeled vehicle, and its cost of operation very, very much less than half, while the expense of keep and maintenance of the two vehicles is not to be compared. The item of storage may be at least halved while that bugaboo of automobilists, tire cost and maintenance, is reduced to a minimum. Its convertability to a single machine is not the least of its features, and, to those couples who value appearance, the use of a "full grown motorcycle" instead of a toy automobile—as are some of the so-called run-

abouts—will be of not insignificant influence.

If they will not apply themselves assiduously to the tandem bicycle, motorcycle manufacturers generally may, advantageously to themselves and their agents, feature the tandem tricycle more prominently and throw more energy into its sale.

### When Care is Necessary.

Although this is the most enjoyable season of the whole cycling year, it also is the season when the cyclist must "have a care" in the matter of his clothing. These beautiful days with all their summer ardor and their purity in breath and color, have about them a threat of another and less inviting season, when cold winds and low temperatures will make life a totally different proposition from that during the warm months.

It is the coquetry of the coming winter to mask all her unpleasantness in the soft sweet allurements of the fall, and to conceal her frigid terrors under the blue cloak of the sunlit autumn sky, but in it there lurks a menace to those to whom past experience has not given a sad warning. The glorious days are succeeded by cool nights and later with frosty mornings when the coming season is foretold on every blade of grass and every leaf, and when the heart of man is chilled and stricken with a nameless fear. Even during the middle of the day there are chilling draughts and cold winds coming without warning, and cutting to the bone despite the effect of the rider's exercises, and when he effect of the rider's exercises; and when he damp.

It is the season for caution in matters of dress, and more caution, too, than is demanded at any other season, for a sudden chill, a cold caught in an instant and unthinkingly may last for many months and be the forerunner of other and more serious troubles. It is not necessary by any means to don all the habiliments of winter now nor for many days and weeks to come, nor is it the time to get out the overcoat and mittens, but it is full time to beware of draughts, to wear such clothing and only such as will keep the body comfortably warm, and above all it is time to put on extra clothing or else to take to cover after exercising in the open and before the cooling down process has had time to begin.

The chill in the air and the need for heavier clothing brings with it one unpleasant suggestion—the motorcyclists in leather and looking not unlike divers or drivers of garbage carts.



## WITH OR WITHOUT PEDALS

### English Motorcyclist Advocates "Without" and Details His Experience.

"Pedals or pedalless?" is not a question that is apt to rise in this country regarding the motor bicycle, where machines are equipped with them almost as universally as are the machines sans anything but leg power, but on the other side it is a matter there seems to be more difference of opinion, and the latter are made public from time to time. Here is that of an Englishman, who, under the nom de plume of "An Old Cyclist," tells why he thinks the pushers are superfluous, and backs up his statement with the story of personal experience extending over 20,000 miles riding.

Writing in the Motor Cycle, he says:

"I have long contended that a motor bicycle of efficient horsepower ought not to require pedals. It ought, if not geared too high, and if the engine and other parts are well looked after, to do all that is necessary without them, and be fully reliable on its engine power alone. Perhaps if I lived in a hilly district or came across very steep hills in my travels, I might think differently.

"But it so happens that I reside in comparatively flat country; there are numerous undulations and a few steep rises, but they are short comparatively. There is not a long hill of any note within thirty miles, and I usually avoid hilly routes. Another point is that, although I do a lot of riding, my travels are mostly short ones, extending over an area of forty or fifty square miles. I sometimes go journeys of, say, 100 or 120 miles, but even then I choose an easy route.

"Thus I have some reason for my contentions that in my case pedals are unnecessary. Other experiences go to show that unless a motor bicycle is fitted with a change-speed gear, clutch and similar devices, besides having a powerful engine, pedals are a necessity. On long, steep hills an engine of small power begins to slow down after a few hundred yards or so, and a little pedalling is then of valuable assistance in relieving the engine and keeping it going, and even enabling it to pick up its speed again. Strange to say, I have found only two places in my motor cycle experiences where these remarks would apply. Any other slowing down or stoppage on hills has been my own fault, owing to carelessness with the throttle, or tardy or ill-judged advance of ignition. Sometimes one fails to realize the steepness of a gradient or its length until too late, when a stoppage is certain on a pedalless machine. When dependent on engine alone judgment becomes an important point. I rode several motor bicycles fitted with pedals previous to my present mount, and found pedals useful in cases of carelessness or bad judgment of this kind.

"For riders situated like myself, the advantages of a pedalless machine are many. Simplicity is one point. I have only the en-

gine (2½ horsepower De Dion) and its accessories, the framework and wheels, to trouble about. I have no bottom bracket bearings, cranks, pedals, chain, chain wheels, and the like to look after and adjust. Then, in ease of starting, the pedalless machine scores. If everything is in perfect order I have only to run the machine three yards and step on the footrest and I am off. I frequently do not touch the machine for days, and it starts immediately. Even in winter, after weeks of idleness, I have found it do so. In this connection a good carburetter is everything. Then a more comfortable position is possible; the centre of gravity is low, footrests are level and low down. I found the pedal position, one up and one down, or level, very tiring and uncomfortable in previous pedal machines, though it had one advantage—the position of the feet could be changed. Still, I think I prefer my level rigid footrests for all-round comfort.

"I have now had my present machine three years, and have ridden it over 20,000 miles, and can honestly say I have never wished for pedals, nor do I think I should have pedals fitted if I ordered a new machine to-morrow. I think my next mount will have a twin cylinder engine on similar lines. I like to sit well back, low down, over the back wheel. Centre of gravity low, rider's weight low down, ease of handling and mounting and dismounting are all essential features, to my mind, on a motor bicycle. It makes for safety, too, and one is not so afraid of side-slip.

"Pedalless motor bicycles have their disadvantages, of course, to the average rider, and particularly so to the novice, but I have not found them numerous in my case. In travelling through unknown country, and particularly if hilly, great judgment and skill have to be used in managing the engine. One has to be careful to see that there is always sufficient gasoline and engine oil and that the accumulator is up to concert pitch at all times. Any failure in these essentials means trouble, and possibly a long walk or journey home by train. It means that one's machine must be extra well looked after and kept perfectly "tuned up" on all occasions. A real live interest has to be taken in the machine and all its parts; indeed, a pedalless machine requires of necessity somewhat of an expert, and I do not advise one in any case to a novice or one who has not served an apprenticeship in motor matters. In my 20,000 miles I have had some curious experiences in roadside troubles. I have spent hours in finding out what was wrong, but I preferred to remedy a defect to walking.

"I have never walked far with the machine except on five or six occasions. Most of these were owing to carelessness in not looking after my fuel supply. In one case of this kind I walked home four miles near midnight, and another time two miles on a country road. In the latter case I should have had to walk seven miles but for finding a house where the tenant possessed a motor tricycle. On dozens of occasions I have been fortunate enough to meet friends with carts

when I have run short of gasoline. Accumulator troubles have caused me only one walk of a few miles. A bad fall over a dog and one side-slip in the dark, when I broke the commutator in each case, caused other walks home. My ignition troubles have been mostly owing to short circuits, due to my persistence in not discarding wiring long worn out, and coils and tremblers have also bothered me at times, but I have generally been able to diagnose the trouble and set matters right by the roadside so as to be able to ride home.

"For tuning up and locating small defects I have a little starting handle, which, if necessary, I can carry in my toolbag. It has a hole and catch to fit a peg on the engine pulley. All I have to do, therefore, is to slip the belt off the pulley, lean the machine against something and turn the handle, which I consider is far easier and quicker than pedalling. I may say I have never even had a stand for the machine, nor do I require one. In fact, I rarely use the handle at all, and for many thousands of miles I neither carried it nor used it at home. As a rule, I test the machine by running it a few yards along the ground, and if the spark is right it starts at once. I use the handle only when there is something wrong, and that is rarely. Sometimes if the compression is high I get a friend to hold up the exhaust valve-lifter handle slightly, and then drop it.

"One point must not be overlooked. I have a good carburetter—a big De Dion, such as is fixed on a car. It is far better even than any other I have seen, as it seems to give a big supply of gas. I never believed in small carburetters; the bigger the better for starting.

"In summing up the whole question of pedal vs. pedalless machines, my view is that if you are fairly expert in motor matters, and do not live in a hilly country, do not have pedals. It is interesting to do without them, and is an education. If you have many long and steep hills to continually negotiate pedals are a necessity as a standby. In any case, do not have an engine of too low a power."

As may be gathered from a perusal of the foregoing, the writer's arguments in almost every instance spring from personal preference, and are not such as would be apt to have any general influence. With a sufficiently high powered engine, there appears to be no reason why the machine without pedals should not go wherever its competitor so fitted can, but there is little doubt that, with rarely met exceptions, riders are in accord on the fact that pedals more than pay for their added weight and fittings.

### Paris Tries New Handicap Idea.

A new method in handicap racing was tried at the Paris tracks recently, which might be employed on this side to advantage. To prevent the limit men playing their usual absurd waiting game, and thus spoiling entirely the race, the rule is that every rider on the long mark that lets the scratch men go by him before the bell rings for the last lap is out of the race.



## SIX DAYS ON HOME TRAINER

**New York Club Conducts New Competition  
—One-Legged Rider in the Lead.**

Scarcely had the Madison Square Garden and Vailsburg board tracks closed for the season than the various metropolitan cycling clubs hunted up their home trainers, dusted off the rollers, fixed up the dials, and began to prepare for a winter season of strenuous indoor roller riding. The Navarre Wheelmen of New York City was the first organization to get going, and a six-day home trainer contest is now in progress at H. Jackson's bicycle store, at 325 West Thirty-ninth street, New York City, the headquarters of the Navarres.

The contest started on Monday night, and, judging by the enthusiasm being evinced by the nine riders who started in the race, and the numerous other riders who are watching the progress of the men, this form of sport will have a notable rise before the winter has passed. Briefly, the outline of the contest is as follows: Nine riders entered the race, and they were handicapped according to their previous performances on track and road. Five minutes each night for each rider constitutes the time in which he must score, and the rider leading at the end of six days or to-night (Saturday), will receive the trophy hung up. A prize is also awarded to the rider making the greatest actual mileage during the week. Sixteen laps are counted to a mile.

D. Cohen, who is considerably handicapped by only having the use of one leg, was given the limit—7 miles 8 laps—and contrary to expectations he has surprised every one by holding the lead up to and including Thursday night.

H. Hurwitz dropped out of the contest on Wednesday, after he had ridden 11 miles 4 laps. He gave as an excuse that the race was too strenuous for a rider of his calibre. Al. Judge, of the Tiger Wheelmen, was one of the three scratch men, but he withdrew after three nights' pedalling. His score was 12 miles 2 laps. Henry Vanden Dries, also of the Tiger Wheelmen, and H. Jackson, Navarre Wheelmen, were the other riders who started without handicaps, and at Thursday night Vanden Dries had covered 16 miles 8 laps. His best performance was on Tuesday night, when he rode 4 miles 5 laps in five minutes.

Barring accidents, it looks like a victory for Cohen, the one-legged rider, and Vanden Dries ought to land the prize for the largest actual mileage. The summary follows:

Rider.	Handicap.	—Monday—			—Tuesday—			—Wednesday—			—Thursday—		
		M. L.	Actual distance ridden.	Total credited distance.	M. L.	Actual distance ridden.	Total credited distance.	M. L.	Actual distance ridden.	Total credited distance.	M. L.	Actual distance ridden.	Total credited distance.
D. Cohen	7 8	2 8	10 0	2 7	12 7	3 5	15 12	3 7	19 2				
H. Hurwitz	5 0	3 4	8 4	3 5	11 4	—	—	—	—	—	—	—	—
A. Hintze	4 0	3 4	7 4	3 8	10 9	3 13	14 6	3 12	17 2				
W. Brown	1 0	3 6	4 6	4 1	8 7	4 1	12 8	4 2	16 10				
Al. Drayaden	0 10	3 11	4 5	3 11	8 0	3 12	11 12	3 15	15 11				
W. Finger	1 0	3 1	4 1	4 1	8 2	4 0	12 2	3 13	15 15				
Al. Judge	—	3 14	3 14	4 2	8 0	4 2	12 2	—	—				
H. Vanden Dries	—	3 11	3 11	4 5	8 0	4 4	12 4	4 4	16 8				
H. Jackson	—	3 9	3 9	4 1	7 10	4 0	11 10	4 0	15 10				

## How Lenz's Pistol Turned Up.

"Many Americans will remember the unfortunate Frank Lenz, who was murdered a few years ago among the mountains of Eastern Asia Minor while on a bicycle trip around the world," relates the New York Sun. "The tragedy is brought to mind by an incident told by Colonel Massy, of the British consular service, whose duties have required him to travel extensively in Asia Minor. He says that two years after Lenz was killed among the Kurds a man brought to him a fine American revolver and asked his opinion of it. He examined the weapon, and found an inscription showing that it had been presented to Frank Lenz by an American bicycle club. He returned the revolver to the man with the remark that it was an excellent weapon and might be the means of hanging him some day. Colonel Massy adds that the man's companions looked at him curiously, while he appeared to be violently agitated. The Englishman translated the inscription for the benefit of this individual, who up to that time had been under the impression that it was either the maker's name or an ornament."

## When Butler Did Not Loop the Loop.

Tom Butler, whose circus sobriquet is "Volo the Volitant," is in Salt Lake City now and is said to be training for the six-day race, when he expects to team with his brother, Nat. It will be remembered that Butler met with an accident while doing the loop-the-gap stunt in the Barnum & Bailey circus at Helena, Mont. Butler's explanation of the accident came with a letter he wrote to a New York friend this week. "My body swerved some three inches from the true course as I left the runway to jump the thirty-foot chasm," he said. "I tried to correct the deviation while in midair, but was unable to do so, my rear wheel striking the edge of the receiving platform and pitching me headlong to the ground. I was rendered unconscious, and did not recover until many hours later. I remained with the show until fully recovered, and am now on my way home, when I will go into bicycle racing again."

## Lock Did Not Stop Thieves.

Two men of Buffalo who were so anxious to possess a bicycle that they were fain to take one up bodily and carry it away with them, despite the fact that it was locked, were apprehended by the police and held until the owner, J. H. Scholl, came to them in search of it. Petty larceny will be the charge.

## TO RENEW A FAMOUS RUN

**Three Clubs Join in the Effort—Atlantic City to be the Destination.**

Although having remained dormant for the past five years, cycling interest has not been allowed to die in Philadelphia, Pa., Camden and Atlantic City, N. J., the Stroud Wheelmen, of the Quaker City, the Century Wheelmen, of Camden, and the Atlantic Wheelmen, of the seaside resort, having been endeavoring some time to bring about a revival in that section. Several race meets have been held this summer, and unexpected success attended each.

Now these three clubs are co-operatively endeavoring to renew the famous old record run from Camden to Atlantic City. Several years ago this was one of the most popular road races held in the State, and hundreds of riders struggled for honors in the sixty-mile contest. But, like many time-honored institutions, it was gradually allowed to decline through lack of popular interest. This season so many of Pennsylvania and New Jersey's former adherents of the wheel have voluntarily returned to the ranks, and have expressed strong desires that the Camden-Atlantic City race be revived, that the associated clubs are undertaking the work of revival.

No date has yet been set for the race, but two committees, composed of members of the three clubs, are busily engaged in making preliminary arrangements for the big event, which will probably be held some time early in October. The distance from City Hall, Camden, to City Hall, Atlantic City, is sixty miles, and over the famous, straight, level White Horse pike, continuing on the new boulevard across the Pleasantville meadows into Atlantic City. The limit men will probably be given two hours' start.

As a large string of time and place prizes will be hung up, this classic event will doubtless attract many New York and Northern New Jersey pot hunters. Inquiries regarding the race may be sent to W. Richard Stroud, 324 North Broad street, Philadelphia, Pa.

## Hurley Goes into Football

Last year, after winning the world's amateur championship at London, Marcus Hurley, the New York A. C. rider, gave up bicycle racing and figured as a star on the Columbia basketball "five." This year Hurley has turned his attention to football and has secured a berth as left end on the Columbia Varsity eleven. Hurley is not the only cyclist connected with the Columbia team, as A. C. Webb, better known as "Mother," is looking after the physical condition of the men.

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Motor World Publishing Co., 154 Nassau Street, New York. \*\*\*



## "ROUGH HOUSE" AT SALT LAKE

**Four Riders Engage in a Rough and Tum-  
ble—Easterners Show to Advantage.**

With two of the best motor paced races of the season, a full-fledged "scrap" between four of the riders and the first public appearance of "Battling" Nelson outside San Francisco since he won the lightweight championship from Britt, the season of 1905 at the Salt Lake City saucer might properly be said to have ended in a blaze of glory on Thursday night, 21st inst. The crowd was convincingly large, and the varied programme certainly gave them their money's worth. Perhaps the presence of Gus Rublin and "Battling" Nelson at the track gave the riders a desire to display their proclivities in the fist art; at any rate, they fought, and the encounter was terrific while it lasted. It happened at the finish of the two-mile open for professionals. As the riders dismounted Emil Agraz, the hotheaded Mexican, rushed across the track and met W. E. Samuelson at the upper turn with a straight upper cut on the jaw. Samuelson fell to the floor, and before the Mexican could land another T. M. Samuelson rushed up from behind and landed a left hook on Agraz's solar plexus. Castro thought Agraz would get a pummeling, so he "butted in" and hit T. M. Samuelson a stunning blow over the right "lamp." Just as the fight began to be interesting, though disgraceful, the judges and spectators managed to separate the now infuriated riders. As soon as peace again reigned it was announced that Samuelson and Hollister had been disqualified for teaming. The announcement was received with cheers, for Samuelson had deliberately ridden Agraz wide to let Hollister cut through on the pole, and the sympathies of the spectators were with Agraz and they thought him fully justified in hitting Samuelson. Outside of bicycle racing nothing pleases the average Mormon "fan" better than a fight. Samuelson had also fouled Hopper, but this latter rider wisely carried the protest to the officials, who gave him first money.

The three cornered motor paced race between Hugh MacLean, James F. Moran and Hardy Downing was one of the best that has been witnessed on the saucer this season. It was called a three cornered race, though how it derived its name is a mystery. Moran rode a heat with Downing, then Downing was put against MacLean, and Moran rode against MacLean for the final heat. Anyway, Moran won the first heat against Downing, and the Californian suffered defeat at the hands of MacLean in the second heat. Both were at five miles. It was "go" from the crack of the gun to the tap of the bell in the final heat, at fifteen miles, and although Moran was lapped by his fellow townsman no less than four times the race was highly interesting. The time for the fifteen miles was 22:34.

J. B. Hume finished first in the half-mile open for amateurs, with Fred Castro a close second. J. E. Halliday was third. Time, 1:03 1-5. Summaries:

Two-mile open, professional—Norman C. Hopper, first; Saxon Williams, second; J. E. Achorn, third; Walter Bardgett, fourth. Time, 4:10.

Fifteen-mile motor paced—First heat (five miles)—James F. Moran, first. Hardy Downing, second. Time, 7:43. Second heat (five miles)—Hugh MacLean, first; Hardy Downing, second. Time, 8:02 2-5. Final heat—Hugh MacLean, first; James F. Moran, second. Time, 22:34.

Half-mile open, amateur—J. B. Hume, first; Fred Castro, second; J. E. Holliday, third. Time, 1:03 1-5.

### Two Races in One at Providence.

A three-mile open event for motorcycles registered in Rhode Island previous to September 15 constituted one of the features of the automobile race meet at Providence last Saturday, 23d inst. Ten riders started in the event. After the first mile the machines were strung around the track, Ralph Meyers, astride a 2 horsepower Merkel, leading the procession, with E. L. Buffington, 1¼ horsepower Indian, second. They finished in this order. There were six prizes, with a \$35 silver cup to the winner. B. A. Swenson, the Providence dealer, gave five extra prizes for the riders of Merkel machines. Arnold Heilborn, 4 horsepower Orient, finished third, and B. L. Barnes, 2 horsepower Merkel, was fourth. The time by miles was 1:38. 1:34 and 1:36 1-5, totalling 4:48 1-5. Those riders who came in for a share in Swenson's pot were Ralph Meyers, B. L. Barnes, C. C. Cook, John McLaughlin and Ed. Spencer.

### McCummins is a Local Champion.

Two bicycle races were carded at the Hoo-sac Valley fair at North Adams, Mass., Saturday, 23d ult., and nearly seven thousand people witnessed the events. The first event was a mile and a half handicap, and Opitz, who had a lead of eighty yards, ran away with first prize easily. McCummins, fifty yards handicap, finished second, and Morgan, from ten yards, was third. Time, 2:37½. The other event, at one-half-mile, for the championship of North Adams, was taken by McCummins, after a spirited sprint with Morgan, who came in second. Whaton was third. Time, 1:18.

### Johnson Wins at Waverly Park.

P. H. Johnson, riding a 1¼ horsepower Indian, won the five-mile motorcycle event at the second annual automobile race meet of the New Jersey Automobile and Motor Club at Waverly Park, N. J., last Saturday afternoon, 23d inst. Adrian Reid (Orient) finished second. Time, 7:19. While giving his motor a preliminary "warm up" Saturday morning Ernest Phillips, of Newark, N. J., skidded on one of the turns and was thrown against the fence. He was taken to the Emergency Hospital, from where he was later discharged.

## LAWSON'S FAREWELL VICTORY

**Some Standstill Stunts Prove of Assistance and a Protest Promptly Follows.**

As a farewell shot before leaving for Australia Iver Lawson met and defeated W. E. Samuelson, of Salt Lake City, at the Salt Lake City saucer on Monday night, 18th ult., in two straight heats at half a mile each. Lawson was on his way to San Francisco, and only stopped at Salt Lake City long enough to take a fall out of Samuelson, who, it will be remembered, gave the Buffalonian a thorough trouncing just before the latter left Salt Lake City in the summer.

The race was witnessed by the largest crowd that has thus far gathered at the saucer track this season. It was clear that Lawson was the favorite in the race. At the start of the first heat Lawson had the pole, and he waited for Samuelson to take the lead. After taking Samuelson's pace for a lap and a half Lawson sprinted and got a splendid lead, which he retained to the finish. The half-mile was covered in 1:09 4-5. When Lawson and Samuelson again lined up the pistol was fired and Lawson stood still. It appeared that Samuelson wished Lawson to set the pace this time, but he had not calculated on a complete standstill, so he forged slowly ahead, working high up on the track. Lawson followed, and at a snail's pace they covered a quarter of a lap. Samuelson, seeing it was up to him, struck out and led until Lawson began to sprint. The Provo boy made a desperate attempt to best his opponent, but failed, Lawson crossing the tape first. After the race Samuelson claimed a foul, though on what grounds no one could imagine. The other events were interesting, especially the two-mile "pro" open, when Norman C. Hopper, of Minneapolis, jumped out from the bunch and beat the other "cracks" to the tape. The summaries:

Half-mile open, amateur—J. B. Hume, first; Fred Castro, second; J. E. Holliday, third; Fred West, fourth. Time, 1:03 2-5.

Three-quarter-mile handicap, professional—C. L. Hollister, first; Emil Agraz, second; Carl P. Redman, third. Time, 1:23 4-5.

Two-mile handicap, amateur—Fred Castro, first; J. B. Hume, second; Fred West, third. Time, 4:15 1-5. J. McCormack disqualified for fouling.

Two-mile open, professional—Norman C. Hopper, first; Saxon Williams, second; Carl Redman, third; J. E. Achorn, fourth. Time, 4:03 1-5.

Half-mile match between Iver Lawson, of Buffalo, N. Y., and W. E. Samuelson, of Salt Lake City—First heat won by Lawson. Time, 1:09 4-5. Second heat won by Lawson.

According to the latest statistics issued by the Contributions Directes Department, the number of registered cycles in France is 1,150,098.



## TATE TELLS A TALE OF WOE

**It Earns for Him the Prize as the "Best Hard Luck Story."**

At a meeting of the Brooklyn Motorcycle Club on Thursday night the prize for the "best hard luck story" growing out of the club's 190 miles economy test, on the 17th inst., was almost unanimously voted to Charles S. Tate. Four of the "unfortunates" were present, and were required to tell their tales. But none was in Tate's class. His machine was afflicted with loss of "vitality," and "what happened to Tate" as a result supplies an interesting chapter, showing just what is possible in the course of a half day's ride.

Tate's motorcycle would run downhill and on the level, but it obstinately refused to carry its rider up the slightest grade. Nothing that he could do served to remedy its "mulishness." He was reduced to the necessity of walking up all hills. It was work that induced thirst. When Tate stooped over for a drink at the most convenient brook his hand slipped and he went half way into the stream. Then after another strenuous walk his stomach went back on him and he threw up everything save his determination to reach the destination.

At an apparently deserted farmhouse he sought a well, and, spying some fine apples in the adjoining orchard, he annexed a couple of them and was placing them where emptiness was most pronounced when a door of the farmhouse opened and a large black dog bounded out. The motorcyclist did not wait to make its acquaintance. He made a flying leap for the fence, reached it first and, climbing over, dropped—but not all the way. A picket of the fence penetrated the seat of his trousers and also caught in the belt he wore. It held him with his toes suspended about four inches from the ground. The buckle of the belt slipped around and he was unable to unfasten it—and while he was striving to do so the big black dog was baying at him on the other side of the fence. Finally Tate reached his pocket knife and cut the belt in order to release himself.

Despite his experiences and his torn breeches he was not yet ready to abandon the contest. But after pushing his 160 pound machine up a few more hills, and finally having it refuse to run even on the level, he decided that discretion was the better part of valor. He inquired for the nearest railroad station. He was directed to one two miles away, and, unslipping the belt of his machine, he pedalled there. It was not yet noon, and when he reached the depot he found that no train stopped there until about nightfall. Accordingly he pushed and pedalled to a larger town four miles away, where a train would stop several hours earlier. So weary was he when he reached that point that he fell asleep on a bench in the ticket office.

Routed out, he explained the situation, and was directed to the freight house as a place where he might snooze in peace. He snoozed so soundly that when he awoke he found himself in darkness and the door locked fast. It required fifteen minutes of shouting and vigorous pounding to secure his release, and while he was pounding a train passed and he thought of another wait of many hours. His first question on being released was in regard to the train that had passed.

"When I was told that it was a freight I knew that my streak of hard luck had been broken," said Tate. "Not missing my train was the only bit of good luck I had during the entire day."

### Munroe Goes Against the Ponies.

It was too bad that the "name-it-and-you-can-have-it" meet at Cumberland Park, Nashville, Tenn., Saturday, 16th ult., was not sanctioned, else "Bennie" Munroe's performance would have gone down as a record. Munroe rode a mile exhibition in the wonderful time of 1:33 1-5—at least that is what the timers gave. After doing this phenomenal stunt Munroe rode ten miles in 15:54 2-5, and this on a dirt track, too. Not content with these insignificant feats, Munroe rode against the pick of Tennessee's blue blooded equines. The distance was five miles, a fresh horse being substituted each mile. Munroe rode a race full of gameness, but was defeated by the horse by a neck at the wire. Munroe will have a good chance to prove his mettle when he meets National Champion Frank L. Kramer in a match race at Evansville, Ind., to-day.

### Cycling on a Sky-Scraping Smokestack.

One day last week those Baltimoreans who were in the vicinity of the Bijou Theatre, on East Baltimore street, could have seen a crowd standing in the street with mouths wide open, apparently gazing at the sky. On the top of a smokestack one hundred and fifty feet from the ground could be seen a cyclist whirling around in a cage. After the fire department had been rung up and a squad of reserves summoned Manager Craft, whose name certainly signifies ingenuity, kindly explained that Edward Burrier, a trick cyclist from Detroit, Mich., was giving a free exhibition preliminary to his appearance at the Bijou that night. It is said a crowded house greeted Burrier that night, and Manager Craft stood at the entrance and chuckled softly to himself.

### What Comes of "Stacking" Motor Bicycles.

"Stacking" motor bicycles should be performed with more caution than is necessary with the motorless kind. Recently it cost a New York motorcyclist the price of a new tire to have the fact fully impressed on him. Forgetful that his motor was almost red hot, he stacked his machine against his companion's mount, and when they were unstacked the latter found one of his tires practically burned through to the inner tube.

## CHADEAYNE FINDS CHEER

**Transcontinentalist's Hard Grind Relieved by a Bit of Good Road—Leaves Chicago.**

Princeton, Ill. Sept. 29 (By wire).—Chadeayne arrived here this evening at 7 o'clock.

It was not until he reached Chicago on Tuesday last, 26th inst., that it was learned that had he heeded the urgings of physicians while in Cleveland W. C. Chadeayne, the Buffalo man who is seeking to set up a new transcontinental motorcycle record, would have ended his undertaking at that point. He was in such bad shape physically that while his broken front wheel was being repaired he went to the hospital to have himself examined. They advised him to remain for treatment, but he preferred to push on and did so—"push" appears to be the word that best describes his travels.

It took Chadeayne exactly two weeks to ride from New York to Chicago, and they were two weeks of such strenuous endeavor that a less determined man would not have considered the game to be worth the candle. But despite the rain, the mud, the sand and his own indisposition no thought of turning back apparently had entered the plucky fellow's head.

He was not feeling exactly well on the morning of September 13, when he left New York. Something he had eaten the night before had disagreed with him, and he was in such shape that he had no appetite for breakfast and set out with an empty stomach. To this he attributes his indisposition.

"Three days of hotel life in New York were too much for me," was the way he expressed it on his arrival in Chicago. He was then feeling better than at any time since his departure.

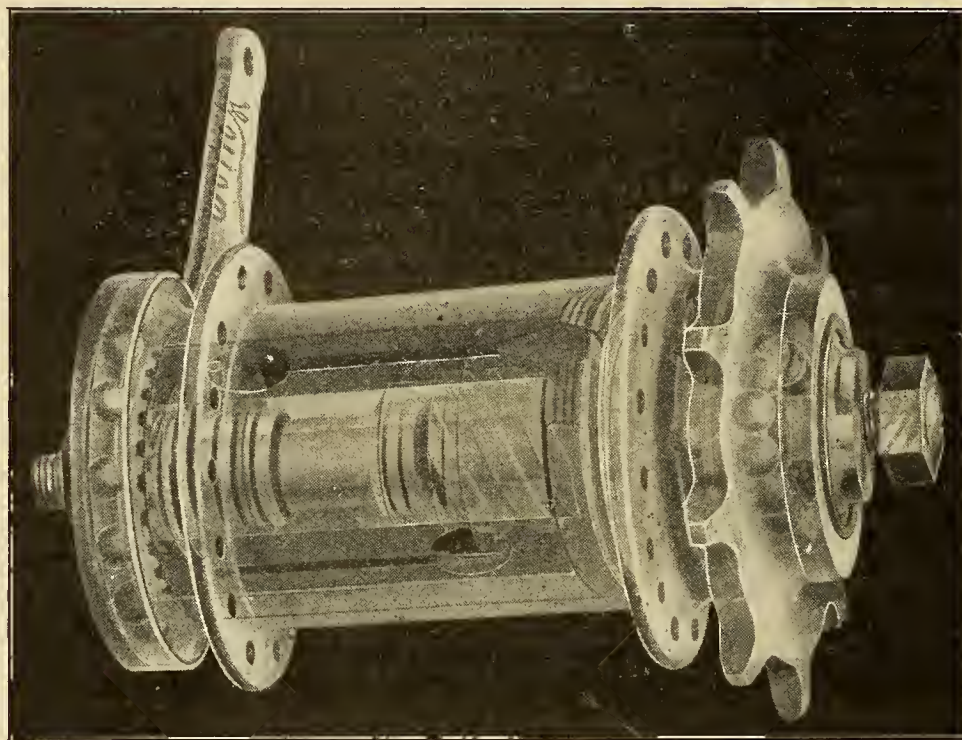
"I actually found fifty miles of smooth, dry road this morning, and I think it cured me," he remarked.

"I hardly believed that the roads of America were so unspeakably vile," he said in relating his experiences. "Generally speaking, they have been seas of mud or oceans of sand, and the further I go the worse they get. Yesterday I pushed my Thomas through six miles of sand, and then just for a change took to the railroad cross-ties and 'bumped it' for six miles more. This morning when I found fifty miles of good, hard road I could scarcely believe my eyes. I had been feeling badly, but that ride made me forget it, and I believe cured me.

"In the slippery mud I have had more spills than I care to recall. Some of them have been serious, so far as my machine is concerned, but except for an arm that occasionally reminds me of the fall near Silver Creek, N. Y., I personally have been fortunate. When I think of the awful banging it has received, I wonder that the bicycle still hangs together. Yesterday I pitched into another ditch, and it required the services of two farmers and an eight-foot pole to straighten out the kinks and crimps that the fall put in the machine."



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## YANKEES AT SALT LAKE

### MacLean Trounces Downing—Samuelson Beats Moran—Events of Four Meets.

Joekeying, generalship and a fast sprint released at the right moment landed Hardy Downing a victor over W. E. Samuelson in the one-mile match race at the Salt Lake City saucer on the 8th ult., which took three heats to decide. Samuelson took the first heat, beating Downing by inches at the tape after a sensational sprint that brought the crowd to its feet.

Evidently this achievement gave rise to the opinion that Samuelson would win the next heat and the race in a walk. But it was not so decreed. In the second heat Downing again forced Samuelson, much against his will, to set the pace. The Salt Lake City rider rode high on the bank, wiggled on the cement below and resorted to all the tricks he ever learned to shake Downing, but the Californian was in the race to stay. The instant Samuelson started to unwind Downing went by him like a flash and sprinted over the tape a winner by less than two feet. In the final heat Samuelson tried his level best to make Downing take the lead, but the latter repeated his performance of the second heat. When the jump came Samuelson was not prepared, and Downing crossed the tape a full length ahead. Downing's victory over the self-styled unpaced king was exceedingly popular and he was enthusiastically cheered. All the other events were well filled and closely contested. The summaries follow:

One-mile match between W. E. Samuelson, of Salt Lake City, and Hardy Downing, of San Jose, Cal.—First heat won by Samuelson. Second heat won by Downing. Third heat won by Downing.

Quarter-mile open, amateur—Fred G. West, first; Fred Castro, second; C. Marty, third. Time, 0:30 4-5.

One-mile motor paced against time, amateur—J. B. Hume. Time, 1:26 4-5.

Three-quarter-mile handicap, professional—C. L. Hollister, first; C. P. Redman, second; Iver Redman, third; Norman C. Hopper, fourth. Time, 1:26 1-5.

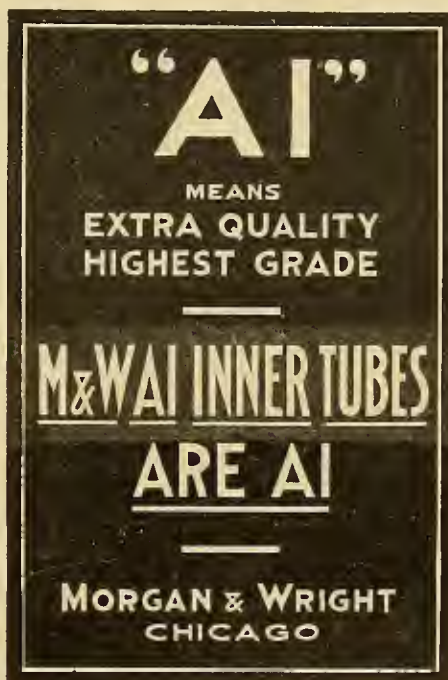
Unlimited pursuit, amateur—J. B. Hume, first; S. H. Wilcox, second. Distance, 3 miles 1 lap 35 yards. Time, 7:07 2-5.

Two-mile open, professional—C. L. Hollister, first; W. E. Samuelson, second; Hardy Downing, third; James Bowler, fourth. Time, 3:52.

It often has been remarked at the Salt Lake City saucer that W. E. Samuelson is possessed of a pair of "million dollar" legs but that his head is exceptionally poor. This has been proven in many races in which the Salt Lake City rider has participated.

On Tuesday night, 12th inst., however, Samuelson demonstrated to the two thousand spectators that to use judgment is within

his power. He defeated his most formidable rival, Hardy Downing, at a half mile, in which generalship counted for more than was apparent on the surface. The first heat of the match race was between Downing and James Bowler. The former had little difficulty in leading the way over the tape. Samuelson was pitted against Walter Bardgett in the second heat, and although the Buffalonian gave him a hard race, Samuelson won the heat. As the winner of each heat qualified for the final, Downing and Samuelson were brought together. Downing made the Salt Lake City rider set the pace at the start, and although Samuelson would gladly have given up the honor, Downing would have none of it. Samuelson used his head to good advantage, and at the right instant



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unwound a sprint, shot up the bank and compelled Downing to go ahead. In the sprint Samuelson sailed over the line with a wet sheet. The time was 1:16.

Samuelson also won the unlimited pursuit race, overhauling Saxon Williams, the last rider, at nearly two miles. The time was 4:51. West finished first in the three-quarter-mile amateur handicap, while Hume, the University of Utah sprinter, copped the honors in the three-mile open. Summaries:

Half-mile match race between W. E. Samuelson, of Salt Lake City; Hardy Downing, of San Jose, Cal.; Walter Bardgett, of Buffalo, N. Y., and James Bowler, of Chicago—First heat—Hardy Downing, first; James Bowler, second. Time, 1:12 1-5. Second heat—W. E. Samuelson, first; Walter Bardgett, second. Time, 1:29 1-5. Final heat—W. E. Samuelson, first; Hardy Downing, second. Time, 1:16.

Unlimited pursuit race, professional—W. E. Samuelson, first; Saxon Williams, second; James Bowler, third; C. L. Hollister, fourth; Carl Redman, fifth. Distance, 1 mile 6 laps 185 yards. Time, 4:51.

Three-quarter-mile handicap, amateur—Fred West, first; R. M. Murphy, second; J. E. Holliday, third. S. H. Wilcox, fourth. Time, 1:51 1-5.

Half-mile handicap, professional—Emil Agraz, first; Carl P. Redman, second; J. E. Achorn, third; J. H. Leyland, fourth. Time, 0:54 1/2.

Three-mile open, amateur—J. B. Hume, first; J. McCormack, second; J. E. Holliday, third; C. Marty, fourth. Time, 6:19. Lap prize winners—Holliday (7), Hume (1), Murphy (4), Holden (2), Giles (4) and Wilcox (5).

W. E. Samuelson outsprinted C. L. Hollister at the Salt Lake City saucer on the 15th inst., thereby taking first money in the two-mile handicap for the cash chasers. Samuelson and James Bowler teamed, as did Downing and Hollister and Agraz and Heagren. On the last lap Samuelson flagged the bunch enough to make Hollister take the lead. On the turn into the stretch Samuelson began to unwind, and although the Massachusetts rider had the pole and developed a fast sprint, he could not accelerate quickly enough to lead the way. Agraz was third and Hopper fourth. Time, 3:58.

The five-mile motor paced match race between Iver Redman and C. L. Hollister was nothing to speak of. Both riders could not hold the rollers of their pacing machines. Redman won out by a good margin. In the half-mile open Samuelson increased his purse by defeating Hollister at the sprint. The time was 1:02 1-5. Wilcox, from scratch, won the one-mile handicap, with West second. Hume was cleverly pocketed and could not extricate himself in time for the sprint. Summaries:

Two-mile handicap, professional—W. E. Samuelson, first; C. L. Hollister, second; Emil Agraz, third; Norman C. Hopper, fourth. Time, 3:58.

Five-mile motor paced, professional—Iver Redman, first; C. L. Hollister, second. Time, 8:57 3-5.

Half-mile open, professional—W. E. Samuelson, first; C. L. Hollister, second; Hardy Downing, third; Walter Bardgett, fourth. Time, 1:02 1-5.

Quarter-mile open, amateur—E. Holden, first; J. E. Holliday, second; J. B. Hume, third. Time, 0:31. West and Marty disqualified.

One-mile handicap, amateur—S. H. Wilcox, first; Fred West, second; C. Marty, third; Fred Castro, fourth. Time, 1:57 3-5.

Two new stars were added to the constellation at Salt Lake City Wednesday night, September 20, when Hugh MacLean and James F. Moran appeared on the scene. Moran was beaten by Samuelson, but MacLean trounced Hardy K. Downing in a five-mile motor paced event in two heats. In the first heat the men rode lap after lap at a 1:48 clip, nothing marvellous, 'tis true, but fast enough to suit the Salt Lake City "fans." At the gun the Chel-



sea rider was fully a quarter-mile to the good. Downing's wheel broke down in the second heat, when he had a good lead. On the re-start MacLean got under way first, and by the hardest kind of plugging cut down his opponent's lead at one lap to go. MacLean won out, but Downing was given an ovation almost as great as that accorded to the other rider.

In the unlimited pursuit race between James F. Moran and W. E. Samuelson, the Chelsea man rode a brilliant race, but was unable to withstand the fierce sprints by Samuelson and was overhauled at 3 miles 3 laps and 195 yards. The time was 7:41 2-5.

J. B. Hume added to his long string of victories by winning the quarter-mile open for the "simon pures." West finished second and Castro third. Time, 0:30. The half-mile open professional event went to Samuelson in the fast time of 0:57 2-5. Moran led the bunch all the way and set a lively pace. Hollister was second, Williams third and Bardgett fourth. Summaries:

Five-mile motor paced match race between Hugh MacLean, of Chelsea, Mass., and Hardy K. Downing, of San Jose, Cal.—First heat won by MacLean. Time, 7:43. Second heat won by MacLean. Time, 7:36.

Unlimited pursuit race between James F. Moran, of Chelsea, Mass., and W. E. Samuelson, of Salt Lake City—Won by Samuelson. Distance, 3 miles 3 laps and 195 yards. Time, 7:41 2-5.

Quarter-mile open, amateur—J. B. Hume, first; Fred West, second; Fred Castro, third. Time, 0:30.

Half-mile open, professional—W. E. Samuelson, first; C. L. Hollister, second; Saxon Williams, third; Walter Bardgett, fourth. Time, 0:57 2-5.

## MAC LEAN WINS AT DENVER

### Chelsea's Crack Rider Defeats Moran in a Motor Paced Race.

A fair attendance marked the reopening of the saucer track at Denver, Col., on Sunday, the 17th inst., after a long summer's rest. As has been told in the *Bicycling World*, the new saucer was closed soon after it opened in the spring, because the management refused to pay the prize money to the riders. Now, however, the track has been leased for a long period, and race meets will be held every Sunday until cold weather sets in.

At the first meet the principal attraction was a ten-mile motorpaced race, in two heats, between Hugh MacLean and James F. Moran, both of Chelsea, Mass. After the Revere Beach track, at Boston, closed for the season, MacLean and Moran decided they ought to line their purses a little more before the winter set in. So, in company with Alex. MacLean, Hugh's fond and doting brother, and Charles Turville and W. S. Saunders, the two hied themselves Denverward for a "whack at the long green." This interesting quartet, it is understood, is to have a slice of the melon cut at Denver—in other words, a generous share of the gate receipts.

Naturally, Hugh MacLean won the two heats of the motor paced race Sunday. Alec

would not have had it otherwise. The heats were close and exciting enough to suit the eclectic tastes of the Denverites. The first heat was made in 15:24 2-5, and the second in 15:29 2-5. The half-mile novice was won by J. McGuire, after a spirited sprint with J. Kreutz. A. Shuban finished third. Time 1:52 2-3.

The scratch men were never able to overhaul the longmarkers in the one-mile amateur handicap, and A. Chuban (150 yards) crossed the tapé with yards to spare. J. McGuire (100 yards), who had also just been placed in the novice, finished second. N. Spakman (40 yards) was third. Time, 2:07 2-5. In the second heat F. Starbird, with a handicap of 50 yards, succeeded in overhauling J. Spring, 150 yards, and "nailing" him on the straight of the last lap. J. G. Beard (25 yards) finished third. Time, 2:09. Summaries:

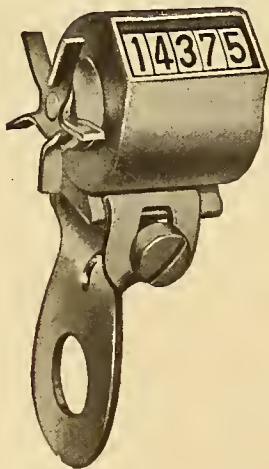
Ten-mile motor paced match race between Hugh MacLean and James F. Moran—First heat won by MacLean. Time by miles, 1:38, 2:35 2-5, 4:35, 6:04 1-5, 7:36, 9:19, 10:51 2-3, 12:23 3-5, 13:56 2-5, 15:24 2-5. Second heat—Won by MacLean. Time by miles, 1:46 3-5, 3:02 4-5, 4:48 1-2, 6:18, 9:22 1-2, 10:55 1-5, 12:24, 15:29 2-5.

Half-mile novice—J. McGuire, first; J. Kreutz, second; A. Shuban, third. Time, 1:52 3-5.

One-mile handicap, amateur—First heat—A. Shuban (150 yards), first; J. McGuire (100 yards), second; N. Spakman (40 yards), third. Time, 2:02 2-5. Second heat—F. Starbird (50 yards), first; J. Spring (150 yards), second; J. G. Beard (25 yards), third. Time, 2:09.

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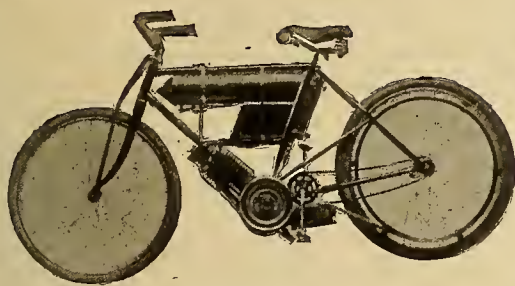
Price, - - - \$2.00.

The cut shows the exact size of the instrument.

As in the case of the Regular Cyclometer, the right hand figure on each dial represents tenths of a mile, the figures being red. The other figures are black and give the miles. We can supply readings in kilometres or in Russian versts.

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### Here's a Simple Speedometer.

What is perhaps the simplest form of speedometer ever devised for use on the bicycle has recently been introduced on the other side. Owing to their being more or less complicated and expensive, instruments for this purpose can hardly be said to have attained to any great degree of popularity in this country even when the number of riders was greatest. The fact that they were of necessity driven from a friction wheel of some kind, and were accordingly more or less prone to error, had little bearing on the question of their lack of favor; high first cost, coupled with the great number of fittings necessary, was more than sufficient.

The Reed speedometer, which is the title of the new device, is based upon two widely divergent, though familiar, laws of science. The first is that of centrifugal force, and the second the fact that the eye retains the image of an object for an appreciable time after the object itself has moved out of the line of vision, and that if an object be moved in and out of the line of vision with sufficient rapidity it will appear to be stationary, the retina of the eye not acting sufficiently fast to lose it between the time of its disappearance and reappearance.

The instrument consists of a central case clipped on the hub of the front wheel, from which a hexagonal tube extends to the rim. In this tube slides a weight anchored with a cord and spring to a tape carrying numerals, which is coiled inside the case affixed to the hub. As the speed increases centrifugal force tends to draw the weight out toward the rim. The action of the weight moving in and out, according to the speed, causes the tape to wind and rewind according to whether the weight or the controlling spring is in the ascendant. This tape is made of a dead black material, and on it are stamped in bright silver figures numerals corresponding to speeds from ten to thirty miles. These figures appear at a glazed aperture in the instrument, and although the latter revolves with the wheel, yet owing to the law of optics referred to, they are almost as plainly visible as if stationary, which they in fact appear to be. It is made for 26 and 28-inch wheels and calibrated from ten to thirty miles for bicycles and from ten to fifty miles for motor cycles.

### Sheffield Produces a New Tool Steel.

Sheffield, England, for many years the home of the steel knife, now lays claim to the production of a new tool steel, which is said to be much harder than any steel heretofore made, and which, moreover, can be sold at a low cost. The method of manufacture is not stated, but the wearing qualities of the steel make it superior, according to authentic representation, to any steel heretofore made. It has just been put upon the market in England, and it is expected that it will be introduced into the United States in a short time. The price, it is said, will not exceed 12 cents per pound at the home factory. It is made by the Sheffield (Eng.) Steel Makers, Ltd. A great number of tests have been made, revealing astonishing cutting and staying power of this material. Files which have been made from it have been found to wear four times as long as tools made from other kinds of steel.

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fitted with a tandem attachment  
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## WOMEN AND MOTORCYCLES

### Suggestions by an Experienced Woman Cyclist for an Ideal Machine.

That women will sooner or later take to the motorbicycle seems a foregone conclusion. It was only with many misgivings and after a great deal of hesitation that the sex adopted the bicycle, pioneer advocates of the new pastime originally being regarded with something akin to horror. It is in the very nature of the case, however, that they should be more reluctant to adopt the motor propelled successor of the drop frame, and, further, that but a fraction of those who went into cycling heart and soul should have the temerity to undertake the management of something equipped in a manner that represents an unfathomable mystery to the majority. Of course, hundreds have already gone into automobiling as if there were nothing else on earth, but looking pretty behind the steering wheel while the paid chauffeur or a male friend does the dirty work and sees that things keep moving is a somewhat different proposition to running a machine single handed.

England and Germany already boast of a number of fair devotees of the two-wheeled power machine, and one of them, writing in the Motor Cycle, has the following to say of what she regards as the ideal motorcycle for a woman, first, however, showing how difficult it is to obtain such a machine at present:

"I have owned no less than five different motorcycles, but at the present moment I am bicycleless, much to my sorrow, simply because I cannot afford the expense of continuing to pay for experimental machines, which do not satisfy my ideals when delivered, and also because I do not know where to turn to procure the article I desire. Makers of standing hold aloof and refuse to enter on any new departure as regards the wants of her sex, and the invariable answer

to an application is that the cost of building a single experimental machine would be too great; in other words, they decline absolutely to depart from their standard pattern. It is a case of take what you can get or do without. And yet my demands are moderate, at least in my own estimation.

"They entail a certain amount of thought and ingenuity, coupled with skill and care in execution, but are not unreasonable. They may be briefly summed up as follows: Reliability, lightness, accessibility, freedom from vibration, plenty of clearance, and simplicity. These are the essentials. Let us take them in order. It goes without saying that reliability is of the utmost importance if the motor bicycle is to become really popular with women. Lightness is another necessity. My machines have weighed from 160 to 190 pounds, less supplies and tools. I regard this as prohibitive. Women have not the strength to push and haul such dead weights, and, starting, save on the level or downhill, becomes an impossibility. This is a great drawback, robbing the rider of her independence. What is wanted is a bicycle not to exceed a hundred pounds, and light enough to push or pedal home if need be. The mere fact of being able to do so would give confidence to the beginner.

"My temper has been sorely tried over and over again by the senseless manner in which details have been fitted so that one could not possibly get at them. On one bicycle the accumulator case was made so small it took the best part of half an hour to force the accumulators in or out; it was a mathematical puzzle to arrange them. On another in order to clean the chain three gear cases required first detaching, and one of them would not budge unless the left pedal and crank were removed. Would such a state of affairs be tolerated on a man's machine? On a third possession of mine the carburetter was practically ungettable, and yet it required constant cleaning. On a fourth the contact breaker case was wedged in such a manner that it could not be undone. These are a few instances among many I could cite. Not in a single case was sufficient clearance allowed between the front forks and back stays. Indeed, the back tire often rubbed against the frame, no matter how hard it was pumped up. The smallest deflection of a crank meant that the pedal refused to revolve, owing to the absurd want of space. These may seem small matters, but they all tend to strand the woman cyclist on the road. Spring forks and a spring

pillar are almost imperative on a high class mount, especially as the majority of women feel vibration more than men. Brakes are very far from perfect. One for the hand is enough; the other should be actuated by the foot. I am strongly in favor of high tension magneto; it is the greatest comfort.

"Now comes ease of control, and in this respect the twisting grip actuating both throttle and exhaust lift is the acme of simplicity, and gives the rider complete command. But how few makers follow so good an example. If you mention handle bar control as being indispensable to a woman you are met with smiles of polite derision. My latest machine was fitted with no fewer than four levers, all placed in a row beneath the steering column. To manipulate them entailed riding the whole time with one hand. As regards chain versus belt drive, I have tried both, and come to the conclusion that the belt possesses many advantages for our sex, chief among them being ease of detachment and repair. I do not touch on the question of two-speed gears, free engine, etc. They are delightful attributes in theory, and the Phoenix that I owned would mount any hill on the low speed, and went admirably. At the same time it must be borne in mind that a two-speed adds weight and complication, and I consider lightness of frame, combined with rigidity, simplicity of design and detail of even greater importance. A good carburetter is also needed, since it is not every woman who cares to dissect and cleanse a Longue-mare every two or three hundred miles. If a proper woman's bicycle were produced, well thought out and designed, and at a proper price, my belief is a demand would gradually arise.

"Up to the present we have labored under the disadvantages of our pioneer machines being made by men who did not ride them themselves, and who viewed them rather from their masculine standpoint than from ours. They thought they knew best, and disdained to listen to the complaints and suggestions of the practical female rider. And yet most of us know what we want, if only we could get it."

As in many other things, manufacturers generally prefer to wait for the demand to spring up instead of going after it. There is little doubt that it would be possible to sell a small number of machines of this kind were they on the market and that fact made public, but apart from this the number of women who are enthusiastic enough in the matter to apply to the manufacturer to have a machine built is so small that the woman's motorcycle seems a long way off.



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The constantly increasing call for this tire is ample evidence that it meets the rider's demands.

Send us your address and we will mail you a section to show the construction of the tire.

**THE GOODYEAR TIRE & RUBBER COMPANY,  
AKRON, OHIO.**



## WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

**WANTED**—Second-hand Indian Motorcycles; I also want the trade of motorcyclists everywhere for supplies, ammeters, hydrometers, stands, spark plugs, belt hooks, chain links, batteries and everything else. F. B. WIDMAYER Motorcyclists Supply House, 2312 Broadway, New York.

**MOTORCYCLE BARGAINS**—1 Indian, 1904, \$125; 1 Rambler, 1904, \$125; 1 Rambler, new, shop worn, \$150; 1 Merkel, \$75. A complete stock of Indian and Rambler parts on hand. Reliable repairing by competent mechanics on all makes of machines. TIGER CYCLE WORKS, 782 Eighth Ave., New York.

**TWO** Second Hand Indian Motorcycles, guaranteed; perfect condition; new bushings; all improvements; \$125.00 each. New Model A Columbia, \$125.00 New 1904 Rambler, \$150.00. Four H. P. Mitchell, \$75.00. F. A. BAKER & CO., 1080-82 Bedford Ave., Brooklyn; 20 Warren St., New York

**FOR SALE**—Metz Motorcycle just overhauled at factory with all 1906 improvements; double grip control; price, \$150.00 T. K. HASTINGS, 118 Nassau St., New York.

N. P.—This wheel won gold badge in the New York-Waltham Endurance Run.

**WANTED**—First class repairman. Board and good wages to the right man. PAUL WEIGAND, St. Augustine, Fla.

## HIGH GRADE

wheels must have the best equipments.

There is nothing that gives more value for the money than the use of the

## MORSE TWIN CHAIN



NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING.

The only chain having Frictionless Rocker Joints. Insist on having the Morse Twin Roller. Fits regular sprockets.

Send for Catalogue and Trade Price to

Morse Chain Co., Trumansburg, N. Y.

### The Week's Patents.

799,667. Water Bicycle. Zotique Payette, Attleboro, Mass. Filed August 18, 1904. Serial No. 221,189.

Claim—1. A bicycle provided on the opposite sides of the guidewheel and drivewheel with floats, which are adapted to be raised above and lowered beneath the bottom portions of said wheels, means for locking said floats in either of said positions, a propeller supported by the rear floats, and means for driving said propeller, substantially as shown and described.

799,786. Cushion and Pump for Vehicles. William S. Freel, Bay City, Mich. Filed March 10, 1905. Serial No. 249,491.

Claim—1. In combination, a main barrel or cylinder, a cylinder arranged in the said main barrel and having its ends closed, a fixed piston rod in the main barrel, a piston carried by said piston rod and operating in the inner cylinder above mentioned, a piston carried by the inner cylinder, a tubular post connected with the inner cylinder for operation thereof, and means for supplying air to the cylinders aforesaid.

### Artfulness in Thievery.

Bicycle stealing has assumed the status of an art on the other side. One who had been practising it took refuge in a chimney when the police were hot on his trail, and upon being dragged forth protested that he was in the midst of a dress rehearsal of a Santa Claus act for next Christmas. Another, not satisfied with the mount he had appropriated, took it to a dealer for repairs, borrowed another for the interim and made off with it.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York. \*\*\*

## Worcester Pressed Steel Co.

Light and Heavy Metal Stamping and Cold Forging.



Automobile, Bicycle and Carriage Fittings. Catalogs showing stock goods mailed upon request.

MAIN OFFICE AND FACTORY AT Worcester, Mass.

Chicago Office: 1064 Monadnock Building.

### Bicycle Thief Gets Five Years.

Five years at hard labor in State prison was the punishment meted out by Judge Skinner in the Court of Quarter Sessions, at Newark, N. J., on Thursday afternoon to one James Clark, a professional bicycle thief. Clark pleaded guilty some time ago to indictments charging him with the theft of nine bicycles, most of them from people living in the Oranges. When he was arraigned he said his home was in Maine.

"How many bicycles have you stolen besides these nine?" asked the court.

"I can't tell exactly," returned Clark, "but it has been a good many. They were all stolen in this county."

"Did you do all the stealing yourself?" queried Judge Skinner.

"No, I had a partner," explained Clark. "Between us we got a few; I should say at least fifty bicycles."

"I sentence you to five years at hard labor in the State prison," said the court.

### More Money for Good Roads.

The State of Connecticut has appropriated \$459,000 for road improvement during the next two years.

## "PERFECT"



## OILER.

For High Grade Bicycles. The best and neatest Oiler in the market. DOES NOT LEAK. The "PERFECT" is the only Oiler that regulates the supply of oil to a drop. It is absolutely unequaled. Price 25 cents each. We make cheaper oilers, also.

Cushman & Denison Mfg. Co., 240-2 W. 23d St., N. Y.

Special Stampings FROM SHEET METAL THE CROSBY CO., - Buffalo, N. Y.

# Schrader Universal Valve.

(Trade Mark, registered April 30, 1895.)

## NOTICE.

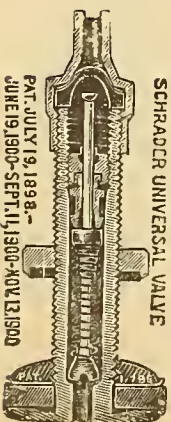
Manufacturers of Bicycles, Jobbers and Dealers:

In order to facilitate the obtaining of

PARTS of the Schrader Universal Valve,

I have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all the makers, or from A. SCHRADER'S SON. Price List and description of parts sent on application.



## SIMPLE AND ABSOLUTELY AIR-TIGHT

Manufactured by

A. SCHRADER'S SON, Inc.

ESTABLISHED 1844.

30 and 32 Rose St., New York, U. S. A.





# The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LII.

New York, U. S. A., Saturday, October 7, 1905.

No. 2

## FOUND BICYCLES SCARCE

**Jobber with Order to Place Could Not Place it—To Court Japan's Trade.**

That bicycles are not such a drug on the market as is popularly supposed to be the case was brought home to Don E. Campbell, of Bryte, Coates & Campbell, San Francisco, which represents the recent consolidation of two of the jobbing firms of that city, who has been making a visit to the Eastern trade centers. While in Buffalo, a Japanese order for 200 bicycles overtook him. He anticipated no trouble in filling it. He first thought to place it with John R. Keim, but the Keim factory was full of orders for parts and fittings, and no bicycles were to be had there. Campbell was then told that the George N. Pierce Co. had a number of odds and ends left over from previous seasons, of which they probably would be pleased to dispose. But if the Pierce people ever had anything of the sort, it was long since cleaned out. They had not a bicycle of any sort in stock. Next Campbell heard that the Kelsey jobbing house was simply loaded with bicycle frames and parts—that the ceiling of the store was black with them. There he learned that while such a state of things had prevailed in the Spring, the summer demand had cleared out the entire stock. Kelsey could not help Campbell, and Campbell, looking rather weary, was packing up his grip at last accounts and making ready to go elsewhere to find some one who would accept his order.

Incidentally, Campbell's firm is planning to make a determined bid for the renewed Japanese trade that naturally is expected to follow the close of the war. The firm is not going about it in the old way. Instead, Mr. Coates, a member of the firm, is about ready to leave for Japan, where, with his family, he will remain a year or two, advancing the American accounts his firm represents.

Alexander-Elyea Co., the Atlanta jobbers, will make a big display of bicycle goods at the Georgia State Fair, which opens in Atlanta October 9th and continues until the 21st.

## Manhattan Storage Delays Suit.

Although the case involves very simple questions of fact, when the suit of F. A. Baker vs. the Manhattan Storage Co. was called for hearing in the Municipal Court in Brooklyn, N. Y., the defendants were not ready to go to trial. At the request of their attorney the hearing was postponed until October 17. The suit involves the value of an Indian motor bicycle which Baker had sold on instalments. The purchaser defaulted after one payment, and prior to skipping the country sold the machine to the so-called storage company. The latter did not even ask to see a bill of sale, and after acquiring the property quickly disposed of it. It was finally discovered in Long Branch, N. J.

## As Webster Sees the West.

After a two months' sweep of the Pacific Coast, R. D. Webster, secretary of the Eclipse Machine Co., returned to his desk at Elmira factory on Tuesday last. He is now mapping out an Eastern trip.

Webster states that his Western journey accomplished all it was designed to accomplish. Generally speaking, he found indications that induce him to believe that there is a big year ahead—the best, indeed, that the West has had for a number of years, and, what brought particular joy to Webster, these indications point strongly to a coaster brake year.

## The Sale of Solar Lamps.

Although it is a popular notion that the trade in bicycle lamps has shrunk to insignificant proportions, the notion is given a hard jolt by the records of the Badger Brass Mfg. Co.'s New York branch. The branch was established some two years and a half since and in the first half year handled 7,000 Solar bicycle lamps. The following year 16,000 of the lamps passed through the branch, while this season 29,000 of them have been handled—an increase that shows vividly the betterment of trade.

## DeLoatch Goes to Columbia.

W. M. DeLoatch, recently burned out in Scotland Neck, N. C., has opened up in Columbia, S. C.

The Rome Cycle Co., Rome, Ga., is now the Moore Cycle Co.

## GRAFT FOR GERMANS

**Legal for Them to Steal Trademarks and then Seize Rightful Owners' Goods.**

Washington, D. C., Sept. 29.—Advices just to hand from Germany bring word that the Imperial Court of Germany has rendered a decision to the effect that foreign goods bearing a trademark protected in Germany, no matter how long the foreign firm may have used that mark, are liable to seizure on importation into Germany.

This is a matter of vital interest to American exporters of bicycles and accessories, who already have suffered much at the hands of the German commercial "pirates" and "counterfeiters." It appears that an American house shipped to Hamburg, on the order of a German buyer, a consignment of goods bearing their old trademark, but as this particular mark happened to have been protected in Germany by a German firm two years prior to the importation, the goods were seized by the Hamburg customs officials, of course at the instance of the German who had registered the mark.

The American firm's answer was an action for wrongful seizure and a claim for damages. In the Strafkammer the seizure was upheld, and the Imperial Court, to which the American firm appealed, took the same view of the case. Section 17 of the German trademarks act of May 12, 1894, gives a German court power to uphold such a seizure in the interest of German traders against foreigners.

It is thus open to any unscrupulous German firm to register in Germany the trade-mark of a reputable foreign house, work it at home for all it is worth, and also get the goods of the foreign house seized should they be imported into Germany.

## New Firm in Tacoma.

E. E. Peterson, formerly associated with the Kimball Gun Store, of Tacoma, Wash., has formed a partnership with G. A. Bunting, of the same city, and has purchased the stock of F. B. Shank. They will add a complete stock of sporting goods and bicycles.



## PARIS IN BRITISH EYES

**They See That Changes Have Occurred and, of Course, Find Cause for Criticism**

"What a change has come to pass in a few years," exclaims a Paris correspondent of an English contemporary. "There is not a cycle depot left on the Avenue de la Grande Armée in Paris, where formerly every block had its quota. The entire space is now monopolized by automobile garages. There is one solitary dealer left in the city whose establishment gives evidence of being in a flourishing condition. He is M. Petit, located in the Champs Elysees. He assured me that it was quite a mistake to believe that the cycle trade in France was moribund. I had only to look around his place—certainly larger than any I know in England—to find proof of this. The French trade is sharply divided into two classes. The bulk of it is naturally with the peasants, whose expenditure is limited, and to these the cheap French product, selling in the neighborhood of \$25, is the only thing that appeals. To those who wish the best price is no object. There is no middle class.

"Wandering about Paris, it is curious to note how little evidence exists of the cycle trade," he continued. "One sees almost as many cyclists about as in London, compared to the population, but the cycle shops must be poked away down in back streets, for certainly they do not come within the ordinary vision. And what rattletraps these French bicycles are. Only here and there is a brake visible, and rims, tires and indeed all fittings are of the cheapest possible character. The only luxury, if it can be so called, that the French rider allows himself or herself is a padded saddle. This is almost universal.

"The cyclists themselves are almost exclusively of the bourgeois and working classes, and their costumes strike the unaccustomed eye as quaint. The male invariably affects a jersey of grimy gray, the color of which has apparently been chosen to save frequent recourse to the wash lady. The female garbs herself usually in an atrociously ugly pair of baggy pantaloons, often so flowing that a second look is necessary to distinguish them from a short skirt, and these, too, are of the all pervading gray. Sometimes one will blossom forth in tartan stockings or a gorgeous waist belt, but, generally speaking, the French woman loses much of her natural grace on a bicycle. She seems to be overwhelmed by the utilitarian side. If the knickers were less baggy they would not look half so bad. And, the curious thing about it is, notwithstanding the costume, the drop frame is almost universal.

"One would think that the diamond frame with its advantages would be utilized by the sex when it has thus emancipated itself, but it is only here and there that one finds a woman across a diamond frame. Close inquiry into the reason revealed the fact that

in the towns and in Paris the French woman occasionally uses her bicycle at times when a skirt must be worn, and thus sacrifices general utility on the road for this purpose.

"Broadly speaking, there seems to be no cycle trade in France, as it is understood on the other side of the Channel. In one or two places displays of fittings are to be found, but, with the exception already mentioned, there does not appear to be a regular cycle depot anywhere in Paris or the outlying towns. Probably some exist, if one knew where to look for them, but it seems as if a great many machines must be bought direct from the manufacturer, and any repairs that are needed are tinkered up by the owners as best they can. The cycle agent, as he is known elsewhere, does not exist in a practical sense in France; there is apparently no retailer or go-between the maker and the user.

"He certainly could not make much of a living out of accessories, for one thing. In the first place, the French cyclist does not use an oil lamp. An occasional acetylene lamp is seen, but ordinarily when the Frenchman is out after dark he buys a Japanese paper lantern and makes that serve. Bells are equally rare. Motor horns prevail, and the cyclist has a habit of making them fast to the top tube so that he has to remove his hand to use it. Such things as luggage carriers—he uses a bit of twisted wire for that—cyclometers and the other odds and ends that go to help make up the agent's income appear to be almost unknown, and probably the absence of these accounts to some extent for the lack of the retailer.

### New Material for Insulation.

A Berlin firm is making an insulated wire which is claimed to be far superior to any hitherto put on the market. For a long time past silk and cotton have been almost exclusively employed for insulating wires in electric machines and apparatus, but the fibrous nature of these materials renders them liable to absorb moisture, and thus necessitates the use of a varnish-like insulator as well to impart to them their requisite hydroscopic character. As it is impossible to reduce thread beyond a certain thickness, the varnish causes the insulating material to swell more than is desirable in cases where the winding space is so limited. The double-silk wire is only one millimetre thick. In the main it consists of cellulose-tetra acetate. A special machine puts the insulator on the copper wire in layers. The acetate is insusceptible to temperatures up to 150 degrees centigrade, and capable—at the above-mentioned thickness—of resisting high potentials.

### New Use for B. & S. Wrench.

One of the users of a Thor motor has discovered a use for the Billings & Spencer's pocket wrench for which not even the makers intended it. The slot in the end of the hollow handle of the wrench exactly fits the nuts in the interior of the Thor carburetter, and thus renders them easily getatable.

## THINGS THAT INJURE TIRES

**Common Causes of Neglect to Which Few Dealers Ever Give a Thought.**

Every cycle agent and dealer in sundries has occasion to stock considerable rubber in the shape of tires, inner tubes and rubber accessories, and it is as well to recognize the fact that this represents a class of goods liable to more or less rapid and serious deterioration unless properly handled. Rubber is at best a very perishable material, and unless kept under certain conditions familiar to those experienced in handling it, but seldom taken seriously by many others, it is apt to become worthless in a comparatively short time.

Makers of tires are constantly in receipt of complaints and claims, accompanied by unused covers and tubes, which the dealer in the majority of instances calls to his aid the vernacular term of "rotten" to describe. The symptoms are usually surface cracks, with more or less loss of elasticity, and where not referred to as stated, the dealer is certain to call attention to the fact that the goods have become "dead" in an unreasonably short time. In practically all of these cases the rubber has suffered through undue exposure to the light, and it may be added that it is no uncommon thing to see tires and tubes exposed, in some instances to the full force of the sun's rays. No rubber, regardless of its quality, will long survive such treatment, although many whose experience in the handling of cycle sundries and tires has extended over a number of years show a lamentable depth of ignorance on this point.

Where the motorcycle forms a part of the dealer's stock in trade, and he adds to his income by repairing them, it is not unusual to see tires exposed to contact with oil and gasoline, than which few things are better calculated to destroy their efficiency. Manufacturers will invariably advise the dealer that his stock of tires should be kept out of the sunlight, and preferably, if possible, in total darkness, and in a room where the temperature does not exceed 60 degrees Fahrenheit. Tires should never be placed in a show window nor hung up under a skylight where the sun's rays fall on them, nor where it is unusually warm.

### Enforcing the Lamp Law.

As a result of a series of complaints which he has received from various sources, Chief of Police Anderson of Springfield, Ill., has undertaken a campaign against those wicked ones, bicyclists and motorists, who go about after nightfall with their machines unlighted. Four cyclists were arrested at one fell swoop on a recent evening, but fortunately were one and all able to furnish bail, and thus avoid a night in the "limbo." Chief Anderson says he is going to enforce the lamp law with vigor from now on.



## OUR DESCENDING EXPORTS

### August Fails to Check the Decline but a Glimmer of Hope Evolves.

While the export returns for the month of August are in keeping with the general downward trend of this department of the industry, it is noticeable that statistics for the period of eight months ending with August in 1903, 1904 and 1905, respectively, do not exhibit a decrease as large in the aggregate as was to be anticipated from the percentage of decrease in individual instances.

For example, from a total of \$1,563,344 for the period in question in the first year mentioned, there was a drop of scarcely more than 15 per cent, or to \$1,296,701 in 1904, and but little more than that in the following year, bringing it down to \$1,005,374, while in the case of many of the largest buyers of American bicycles it has been noticeable that the decreases frequently exceeded 50 per cent for several months running.

This is largely to be accounted for by the fact that in spite of the falling off in question, spasmodic heavy increases have occurred, while many smaller buyers have shown an upward tendency in their takings right along. Combined, these two forces have apparently done much to offset the apparent heavy losses.

Where the detailed report for the month of August is concerned, France shows an increase of more than 100 per cent, of from \$2,491 in 1904 to \$6,724 in the present year; Other Europe also exhibits an increase of fully 50 per cent, or from \$5,824 to \$7,808. The total for Mexico is practically double that of a year ago, while that of the Argentine is fully twenty times greater. Slight increases are evident in the case of Japan, the Philippines and Other Asia. The detailed statement for the month is as follows:

Exported to—	August		Eight months ending August—		
	1904.	1905.	1903.	1904.	1905.
United Kingdom.....	\$11,198	\$6,628	\$195,471	\$199,753	\$174,978
Belgium .....	4,682	2,447	39,087	43,753	19,341
France .....	2,491	6,724	100,253	70,910	55,090
Germany .....	1,578	1,130	115,889	102,217	48,303
Italy .....	3,906	880	38,975	30,994	15,672
Netherlands .....	2,340	2,047	83,949	71,534	26,927
Other Europe .....	5,824	7,808	144,871	133,693	135,250
British North America.....	10,391	3,534	133,338	101,570	106,825
Central American States and British Honduras.....	347	1,980	1,964	2,679	3,659
Mexico .....	3,154	6,142	40,349	29,403	40,728
Cuba .....	5,560	4,832	10,778	23,912	28,072
Other West Indies and Bermuda....	3,018	1,126	22,638	22,316	18,305
Argentina .....	124	2,493	8,575	11,603	9,882
Brazil .....	1,410	885	5,941	9,879	4,391
Colombia .....	313	665	548	3,801	1,704
Venezuela .....	....	55	170	187	515
Other South America.....	1,422	1,086	12,699	9,906	8,636
Chinese Empire.....	3,198	1,530	13,551	7,830	5,594
British East Indies.....	1,060	516	18,114	14,023	7,309
Hong Kong.....	422	63	4,481	1,978	1,178
Japan .....	8,276	8,663	276,487	255,921	211,068
British Australasia.....	15,406	5,967	216,483	123,546	58,192
Philippine Islands.....	50	1,296	19,724	4,629	9,733
Other Asia and Oceania.....	271	1,390	21,623	11,216	12,119
British Africa.....	295	17	37,991	5,594	666
All other Africa.....	660	188	4,332	3,766	1,237
Other countries.....	....	....	63	88	....
Total.....	\$87,396	\$70,092	\$1,568,344	\$1,296,701	\$1,005,374

### Ball Bearing Yarn Revived.

There are some stories that will never down, and the more impossible they happen to be the greater is their hold on existence. Probably there does not exist the cyclist who has ever run the "ball bearing" story to earth; doubtless its conception was coeval with the advent of that improvement itself. It is a long time since it has seen the light; many have forgotten it, and there are always some that have not heard it, despite its large and uncertain age, so that the latest garb in which it appears may be of more or less general interest.

The London dailies are said to be responsible for its revival, and, according to one version, the ball was embedded half way in the rail, and the train, passing over it, jolted the passengers to such an extent that it was necessary to chisel it off flat. The explanation of the ball's lodging in that particular place is that a ball dropped out of one of the bearings just as a train arrived. Even if ball retainers come into universal use, it would appear that this ancient, like the bicycle itself, was destined to go on forever.

### Suggestions from Scarborough.

More things are damned by hot air than by faint praise.

Bunch your efforts. Strike early, often and everlastingly, but be sure that you are striking every lick in the same spot. Sheet lightning is showy, but it never sets barns on fire. It is the compact, concentrated brand that shatters things in its path.

The only way to hold old business is to hustle for new business. People like to do business with a growing house. Lack of growth suggests dry rot, stagnation. The only sure way to make things come your way is to go after them early and often.

If your advertising hasn't force enough to

make people think as you want them to think, it is because your belief in your business is not as strong as that which you are trying to inspire in others. There is a certain ring to earnestness and honesty which cannot be counterfeited. Strong talk without a sound backing of fact in time, has a flat "plunk" to it like a plugged watermelon.

People, most generally, buy things that have reputation back of them. Good advertising helps to make a good reputation for anything that is rightfully entitled to it.—Jed Scarborough.

### Pope Outlines 1906 Output.

Edward E. Hinsman, of the Pope Mfg. Co.'s Westfield factory, is credited by a local print with having stated that about 30,000 bicycles will be shipped from the works there during the coming year, this being the number covered by the "annual allotment" made by the Hartford headquarters.

The machinery and stock to be used in the manufacture of the Pope machines has all been received from the Hartford shops, with the exception of that used in making motorcycles. It will not be long, however, before the local plant will be equipped for the assembling of the motor machines. The engines to be used will be made in Hartford, but the other parts of the machines will be made in the local shops. The engines will be shipped to the Westfield factory to be tested and adjusted to the supporting wheels and frame. Much of the machinery recently received from Hartford has been set up. Included in this new equipment are two ponderous machines for making the coaster brake.

### Odd Use for Old Machines.

An ingenious British holiday maker devised and carried out a cheap tour on wheels for three people in the following way. He bought a tandem and a tricycle, both of ancient pattern, and coupled them to form a "quinticycle," to the frame of which he attached tubular uprights supporting a canvas covering. All clothes and other impedimenta were carried in a basket in front, and the party slept in their machine by slinging a hammock between the wheels, and rigging up two beds of boards laid on wooden struts.

### Unusual Suit Follows Suicide.

Henry Rush, a bicycle dealer by trade, late of Los Angeles, Cal., some months ago committed suicide because he could not stop drinking. Before sending the fatal bullet into his head he wrote a message on one of his cuffs, giving a list of his debts from 15 cents to \$175. Now the creditors are going into court on the ground that this statement is an acknowledgment of their claims, which the attorney for the estate has refused to allow. It is likely the costs and fees will eat up the \$1,000 Rush left.

### In the Retail World.

Frederick Zoll has purchased a half interest in the business of Homer Kelly at Findlay, Ohio.

Miles H. Dunham, Sheffield, Mass., is disposing of his stock preparatory to removing to Racine, Wis.

W. D. Carmichael, the leading bicycle dealer of Marion, S. C., is also proprietor of the leading hotel there.



# IT COSTS NOTHING

to obtain a National catalogue and yet what it contains is of real interest and instruction to every person interested in bicycles. It illustrates some time-tried features of the

# National Bicycles

that are wholly unlike the features contained in any other bicycle and that cannot fail to impress all who are unacquainted with them.

---

NATIONAL CYCLE MFG. COMPANY, - Bay City, Mich.

Real Tire satisfaction can only be obtained from a tire that has proved itself safe and reliable.

# FISK TIRES

represent the highest achievement of the tire-maker's art. They give perfect satisfaction where others fail—because every one is carefully made for service, as well as comfort.

Every User of a Fisk Tire is an Enthusiast.

They are a superb product for those riders who appreciate a far from ordinary tire.

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THE FISK RUBBER CO., Chicopee Falls, Mass.





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Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should  
 Address us at P. O. Box 649.

NEW YORK, OCTOBER 7, 1905.

### Coaster Brake Wonderment.

"I wonder how much longer it will be before the American trade makes the coaster brake one of the regular equipments of its wheels," exclaims a Canadian rider in another column.

It is the same wonderment that the *Bicycling World* itself has expressed on several occasions during recent years. There is no good and sufficient answer to the question which it implies. The attitude of the American trade—the manufacturing trade—toward the coaster brake ever has been past understanding. Whether the approaching year will mark an awakening remains to be seen. There certainly never was a device holding so much pleasure and affording so many advantages that received such scant or grudging recognition—a line in the annual catalogue offering it as an "option" or "extra" being the usual extent of the notice or support that has been accorded it. The prominence that it has attained is due almost entirely to the welcome and the efforts of the dealer and the rider—in which respect the coaster brake occupies an unique niche.

The bicycle manufacturers have supplied chainless models, cushion frame models, spring fork models and painted the ad-

vantages of each in more or less glowing words, but the coaster brake model has been the rare exception. While the "free wheel" model is universal abroad, but one American concern has really applied itself to a bicycle of the sort, and that concern is a despised mail order house, which for purposes of its own merely poses as a manufacturer. It poses well, however, and its "coaster brake special" and the catalogue devoted to it constitute an object lesson which all bona fide manufacturers may study to their advantage and financial profit.

### Cleared of the Cobwebs.

Nothing serves better to show how thoroughly cleared is the trade of job lots and old stock than the experience of the man who last week sought to place an order for 200 bicycles while in Buffalo. As related in another column, his money was unable to procure them.

It has taken a term of years to bring about this desirable state of affairs, for which, indeed, the increased demand of the past season is chiefly responsible. It is a condition that makes for even better business during 1906 and constitutes a happy augury. With the old stock out of the way, the new goods will have better opportunity to "come into their own." Factories will be freer to produce them in larger quantities, and the cry of only "fresh" and up-to-date goods always has been and always will be made a strong talking point by the astute dealer.

The clearing up of the old stock is equivalent to brushing away a big accumulation of cobwebs—equivalent to ridding the trade system of a lot of discomfiting bile. Men can always see plainer when cobwebs are removed and they feel better and work better when they are free of biliousness.

### The Real Marvels of Speed.

Because the automobile is so conspicuously in the public eye, the world is inclined to marvel at each successive report of its speed performances. They almost shudder as they read of flights of 50 and 60 miles an hour by thundering monsters of 90, 100 or even 120 horse power. And while they marvel and shudder, speed performances far more remarkable are being permitted to be passed "unheralded and unsung"—the performances of men on bicycles.

How insignificant appears 60 miles an hour by a gigantic motor car propelled by an engine of 100 horse power, when compared with 56 miles per hour by a bicycle propelled by one-man power! How little real merit

there is in 110 miles in two hours by the same mighty creation of steel when in the same period of time a mere man on two wheels completes full and more than 99 miles! And yet this is the case. It has become so generally the fashion to overlook and minimize the bicycle and to glorify the motor car that few there are who know that within this twelve-month, two French cyclists have set up records such as put the motor car to blush—Guignard, 55 miles 1,515 yards in 60 minutes and Contenet, 99.36 miles in twice 60 minutes. If the world sought real marvels of speed, these would seem to supply them.

Of course, these records were made in the wake of powerful motorcycles, but that detracts little from their merit. That flesh and blood should be capable of maintaining such amazing flights under any conditions fairly staggers imagination when it is given play.

That French notion of counting out the man in a handicap race whenever he may be overtaken by the scratch man is a notion of the right sort. It is a pity that was not thought of a few years sooner. It has long been the too general practice of riders with handicaps to simply wait for the scratch men and to then tag on and get the benefit of their pace—a practice that defeats the very first aim of the handicapping system. Application of the French idea would compel every man in every race to ride at his best, and should provide the rarest sort of sport. It is to be hoped that it will be given a trial in this country.

Let's see! Yes, it was an Irish publication that only recently affirmed that Great Britain had nothing to learn or to fear from America in the matter of motor bicycles. And then one of the despised American machines comes along and in the Irish Motorcycle Union's hill climbing contest shows them how Americans have put wonderful power into small compass. But not one squeak has it brought from the printing press of Paddyland.

One of the unremarked situations that has evolved of the chastened and altered conditions is that the bicycle business is not so much "a three-months business" as once was the case. While the bulk of the demand still is satisfied in the early spring months, the volume of orders in the remaining months is, comparatively speaking, much greater than in former years, which in many respects is a most agreeable state of affairs.



## DRAWS SOME COMPARISONS

### Canadian Cyclist Discusses American and British Bicycles—Offers Suggestions.

Editor of The Bicycling World:

I have done a little riding in the United Kingdom and also in Nova Scotia, and have ridden English, American, Canadian and locally built wheels, and certainly think that for neatness of design, ease of adjustment and general all-around usefulness the first grade American bicycle takes the lead. I well remember the first machine it was my good fortune to possess; it was an antiquated pattern, with 26-inch rear and 30-inch front wheels; had a saddle which, when you went over a rut or stone, would let you down with a nasty bump onto the saddle pin; could boast a 30-inch handle bar, was fitted with 6-inch keyed-on cranks and geared to 59 inches. One thing I specially remember about this machine was that it ran very easily uphill, which probably may have been attributable to the low gear and small diameter of rear wheel. I managed to learn on it eventually, and, incidentally, to tear the sleeves out of a very good coat by leaning against a fence and rubbing along to keep myself upright. The fence, however, proved "a delusion and a snare" in more ways than one, and I soon abandoned it for the open road, with more satisfactory results.

My next bicycle was an 1896 Columbia, and a good machine it proved to be. The difference between its riding qualities and the riding qualities of the first named was as marked as is the difference between chalk and cheese. It certainly did not run any easier uphill, but on the level required fully 40 per cent less effort to propel it. This machine was geared to 72 inches, had 7-inch cranks, 28-inch equal wheels with tied spokes, a  $\frac{3}{8}$ -inch chain, adjustable handle bar and comfortable saddle. The lines of the frame were also more in unison, and though the crank bracket was very little dropped. Yet the tout ensemble was graceful and pleasing to the eye.

My experience with English machines has not been very extensive, but some of the improvements which I think most English manufacturers could make are (I mention them with all due deference) a more general adoption of the rear wheel eccentric adjustment as operated in the rear fork ends, a curved bridge at both compression and back stays, more clearance for rear tire, a different method of fastening cranks, either by a threaded sleeve or small conical nut, such as Messrs. Rudge-Whitworth use, thus doing away with the unsightly and obsolete cotter pins; general adoption of felt washers and retainers to bearings, a cup, washer and lock nut combination for fastening upper head bearing, and an adjustable and internally locking system of handle bars. Another thing I have noticed about some English machines is that

the lines of the frame do not always harmonize. For instance, the head, top, bottom and diagonal tubes will be in proportion to each other, and the bracket shell be of such small diameter and so wide in the tread as to give a "scrimped up" appearance to the whole frame. Why not increase the diameter of bracket shell, decrease the width of rear and fore hubs slightly, and bring the tread a little narrower. Now, take any first grade American machine, such as the Columbia, Pierce, etc., and we have a handsome and proportionate design—a machine it is a pleasure to look at. From "truck to keelson," the tubes are all in harmony as it were, one with the other, and when the upper rear stays (as in the case of the latest Columbia models) are brought close together from the bridge up to the flush brazing at the seat tube cluster, the bracket gracefully dropped and the front forks symmetrically curved, the result is a delightfully easy running and easy steering mount.

I wonder how much longer it will be before the American trade makes the coaster brake one of the regular equipments of its wheels? Does it not seem absurd that people still ride the fixed wheel, when at a comparatively small cost they could enjoy the luxury of a coaster brake? And here, may I put in a good word for the Morrow, which I have been using for the last three years? The 1903 Morrow was good, the 1904 better, but the 1905 model is undoubtedly the best. There is practically nothing to get out of order, as the drive is direct through the clutch rings to the hub, the coasting action as free as the front wheel, and the brake automatically releases from the mesh teeth by the sensitive retarder spring. Cyclists owe a big debt of gratitude to the Morrow people for their splendid pioneer work in the coaster brake field. I am this year riding a machine of "mixed" parts, and have had the utmost satisfaction with it. It is a Columbia frame fitted with 28-inch Canadian made steel rims, Thor front hub, 1905 Morrow rear hub, Hartford Rubber Works Dunlop covers with English Warwick inner tubes and American wood mud guards. By the way, the chain on this wheel has run 4,000 miles; it is a Diamond block  $\frac{1}{8}$ -inch wide by 1-inch pitch, and has been ridden through mud, slush and snow, has never broken and is good for at least another 500 miles, though slightly out of pitch.

In conclusion, I must say that a first grade pair of English tires will give unbounded satisfaction, as I know from personal experience of same, and a heavyweight rider told me recently that he never had more satisfaction than he got out of a pair of the same make. I hope that any one reading this letter will not think that I set myself up as a critic, as such is not the case. I have simply stated the ideas expressed therein as they appeared to me, and would like if some of your subscribers sometimes gave us the benefit of their opinions through the columns of your valuable paper.

A COLONIAL CYCLIST.

## TWO LEGS BETTER THAN ONE

### Again so Proven in Final Sprint in Six-Day Home Trainer Race.

Cohen, the one-legged pedaler, did not, after all, win the "six-day" home trainer contest which ended last Saturday night, 30th ult., at the headquarters of the Navarre wheelmen, 325 West Thirty-ninth street, New York city. Instead, W. Brown, with two good legs, won with a record of 24 miles 1 lap.

As outlined in last week's Bicycling World, each rider was allowed to ride five minutes each night and was handicapped according to his ability. On Thursday night of last week D. Cohen, the one-legged rider, who was allowed a handicap of 7 miles 8 laps, led in the score, totalling on that night 19 miles 2 laps. At the close of Thursday night's riding Brown's score was 16 miles 10 laps. Friday night Cohen rode only two miles in the given five minutes, while Brown's actual riding amounted to 3 miles 11 laps. This made Brown's score 20 miles 5 laps, and Cohen's 21 miles 2 laps. On Saturday night, the windup of the contest, Brown pedaled for dear life, or rather for the first prize, and succeeded in adding 3 miles 12 laps to his score, while the best Cohen could reel off was 2 miles 9 laps. The final score for the leaders stood: W. Brown, 24 miles 1 lap; D. Cohen and A. Hintze, each 23 miles 11 laps.

Henry Van den Dries, one of the three scratch men who started in the "grind," was awarded first prize for the greatest actual distance ridden. During the week—30 minutes' actual riding—he covered 23 miles 10 laps on the rollers, while Brown, who won the place prize, also comes in for second actual distance prize, his net mileage totalling 23 miles 1 lap.

The "six-day home trainer race" was such a success that it will likely be duplicated soon. The final score of the riders, with their handicaps, who came in for a share in the prizes, follows:

Place prizes—1, W. Brown (1 mile), 24 miles 1 lap; 2, D. Cohen (7 miles 8 laps), and A. Hintze (4 miles), tied with 23 miles 11 laps; 4, Henry Van den Dries (scratch), 23 miles 10 laps; 5, Al. Judge (scratch), 22 miles 11 laps. Actual distance prizes—1, Henry Van den Dries (scratch), 23 miles 10 laps; 2, W. Brown (1 mile), 23 miles 1 lap; 3, Al. Judge (scratch), 22 miles 11 laps.

### Californians Choose Their Officers

The California Cycling Club, of San Francisco, has elected the following new board of directors: M. J. Madson, L. Hables, W. Mills, E. A. Mitchell, J. J. Barnes, R. G. Wahl and J. Frazee. The Garden City Wheelmen of San José have also chosen directors for the ensuing year. They are: W. A. Hope, B. C. Dade, C. D. Cavallaro, B. Murphy, L. Normandin, W. C. Waibel, W. A. Gerdes, George Lucier and Norton Mahon.



## FOUR RULED OFF FOR LIFE

**F. A. M. Deals out Stern Justice to "Out-laws"—Chairman Douglass's Views.**

Chairman Douglass of the F. A. M. competition committee lost no time in vigorously swinging his axe on the men who competed at the "outlaw" race meet in Cambridge, Mass., on Saturday last. On Wednesday he announced the permanent suspension of C. A. Libbey, of Lynn.; Ralph Wyatt, of Whitman, and Robert Schultz and J. Gagnon, of Brockton, Mass., and the suspension for an indefinite period, the length of which will be determined by their behavior, of David Marsh, of Brockton, and E. G. Dow and W. S. Sargent, of Lynn. The latter trio were also given notice that they, too, will be tucked away on the back shelf for all time if they again offend.

The four men who are ruled off for life are second offenders. They previously had been suspended and warned of what would follow a repetition of their offences, so that severe though their punishment may appear, there will be small sympathy for any of them. As the F. A. M. exercises dominion not merely over track racing, but over all other forms of motorcycle competition, the men concerned will now have to run contests with themselves. That is practically what they did on Saturday last, as most of those who competed against them on the first occasion heeded the warning given them.

Chairman Douglass is rapidly systematizing his department, and is keeping a sharp eye for violations of the rules. He has dropped gentle intimations to a number of men, and purposes that there shall be no laxity in the administration of the laws governing the sport.

"I realize perfectly well that during the last season it has been necessary to bring order out of chaos, and to wear a kid glove in applying the rules," he said in discussing the situation, "but there is no longer excuse for ignorance on any point. If there are men who compete or who promote competitions who will not appreciate that the system of registration and sanctions is for their own good and protection, the realization must be brought home to them. It is the only way to keep track of men and events, and the one way that the honorable sportsman can be assured of his due; after this season there will be no unsanctioned event and no unregistered rider who will not receive the attention of the competition committee."

"The rigorous punishment of second offenders will be adhered to. I believe in giving every man a fair warning and a chance to make amends, but if there are any of them who go looking for trouble after the way to avoid it has been pointed out to them I'm a firm believer in giving them all that is coming to them."

"I am also a believer in courtesy," he continued after a pause, "but, judging from a

number of events I've attended, it looks to me as if there are those who are inclined to stretch it when it is extended. Of course, there necessarily is considerable partisanship or trade rivalry or whatever it may be called, and it is all right and proper in its place, but its place is not at the scene of a contest. Motorcycle referees have been very liberal and courteous in permitting interested tradesmen within the official inclosures, and some of the tradesmen have not been backward about 'butting into' any disputed points that may arise. This, I think, has been one of the chief causes of friction. The rider himself is often wholly lost sight of, when, as a matter of fact, he is legitimately the only person who has any right to be heard.

"The competition committee will use its good offices to have this fact better understood," remarked Mr. Douglass with a smile. "The little I've seen of horse racing has impressed me greatly. As I understand it, there are no crowds around the officials and no 'jawing matches' are permitted. I can't see why something that at least begins to approach that order of things cannot be brought about in motorcycle competitions."

### Four Men in Fast Finish.

Riding with three minutes' handicap George Froebig crossed the tape first, lengths ahead of Charles Zink, two minutes, in the ten-mile club race of the Long Island division of the Century Road Club Association, Sunday, 24th ult. The start and finish were in front of West's Hotel, at Valley Stream, and quite a number of clubmen witnessed the race.

The finish of the race was interesting, four of the riders crossing the finish line together, Froebig leading the bunch by one-fifth of a second. His time for the ten miles was 29:20 1-5. Charles Zink was second, J. Benedict third and A. Lewin fourth. F. W. Eiffler and his brother Joseph and Fred C. Graf were the scratch men who finished. At about one hundred yards J. M. Eiffler started to unwind, but Frank came up strong at the finish and flashed over the tape half a length ahead. His time was 27:07 1-5. Graf was four-fifths of a second behind. The summary:

Pos.	Rider.	H'cap.	Net time.
		M.	M. S.
1.	George Froebig.....	3:00	29:20 1/5
2.	Charles Zink.....	2:00	28:28 3/4
3.	J. Benedict.....	2:00	28:28 3/4
4.	A. Lewin.....	3:00	29:28 3/4
5.	J. Jensen.....	3:00	29:30
6.	G. Duester.....	1:00	28:39
7.	Frank W. Eiffler.....	scratch	27:07 1/5
8.	Joseph M. Eiffler.....	scratch	27:07 3/4
9.	Fred C. Graf.....	scratch	27:08
10.	Arthur E. Rhodes.....	1:00	31:14

### Contentet does 99 Miles in Two Hours.

Thaddeus Robl's long standing motor paced record of 86.07 miles in two hours, made at Friedenau, Germany, in September, 1903, has been clipped by Contentet, the French pace follower. At Leipsic Contentet rode 160 kilometres (99.36 miles) in the time. The other aspirants for the honor were Piet Dickentmann, Willy Schmitter and Guignard, none of whom finished close enough to be dangerous.

## CHADEAYNE REACHES OMAHA

**Cross-Continental at Half-Way Point but There's Hard Work Ahead.**

Omaha, Neb., Oct. 6.—Chadeayne reached here yesterday evening, 23 days out from New York. His total mileage to this point was 1731. The hardest work is now ahead of him—the mountains and the deserts. There have been some fearful rainfalls further west, which have washed away roads and bridges and played havoc generally. Snow also has been falling in the mountains.

September 29, when he put up at Princeton, Ill., was the second best day's journey of W. C. Chadeayne, the transcontinental motorcyclist. On that date, which was fine and clear, he rode 133 miles, despite tire trouble and a stop to inspect the plant of the Aurora Automatic Machine Company, in the city of that name. The roads he describes as "the best I have had." Neither roads nor weather were so propitious the following day, when rain compelled him to spend the afternoon and night in Davenport, Iowa, after a morning's journey of sixty-nine miles.

October 1 was clear and warm, but the roads were either so muddy or so sandy that some walking was necessary. Chadeayne covered but sixty-nine miles, and lost fifteen miles by being misinformed and following the wrong road. He spent the night in Iowa City, 1,433 miles from New-York. On October 3 he rode seventy-one miles and reached Des Moines, twenty-one days since the start from the metropolis. The day was fine and the roads hilly but good, although there was sand enough to remind him of other roads. He sustained one bad fall during the day in avoiding a wagon. He was going full tilt at the time and fell heavily.

### 'Frisco Motorcyclists Start Eastward.

Just for the fun of the thing two young carpenters, Martin O. Nelson and S. M. Mills, who have claimed California as a residence for the last five years, but formerly hailed from further East, have left San Francisco on Yale-California motor bicycles for a transcontinental tour. The real start was from Los Angeles, but the motorcyclists did not begin to head away from the Pacific until after leaving the former city. The first large city on the route was Sacramento; from there to Reno, Nev.

From the latter place it is planned to follow the regular continental route to Ogden, where a side trip to Salt Lake will be undertaken; thence on to Denver via Cheyenne, and from Denver east to Beatrice, Neb., where a strike south will be made to St. Louis and Mobile, Ala. It is intended to pass the winter months in the Southern States, returning to California in the same way next spring. Neither of the riders is said to have had any previous experience with motorcycles, although both have records as cycle tourists.



## "BRIDGET" FIRST AT DENVER

**He Takes Two Heats of Hard-Fought Race  
—MacLean Downs Downing.**

Good racing, full fields, a large attendance and plenty of enthusiasm characterized the Sunday afternoon meet 24th ult at the new Denver (Col.) saucer, which but recently reopened under the management of Alec. MacLean, the Boston race meet promoter. Two accidents, the first that have occurred this season, marred the meet. One happened in the second heat of the one mile open for professionals, when Raymond Stites fell, breaking his collarbone and sustaining other injuries. When Stites went down he carried Moran and Smith with him, smashing the Chelsea rider's wheel. In another heat of the same race, G. R. Boyd also slipped one of the steep turns, sustaining several flesh wounds.

Notwithstanding all these accidents, the one mile "pro" race was the most exciting on the bill. In the first heat the men got away well bunched. At one lap to go Walter Bardgett, the Buffalo crack, who is known by the pseudonym of "Bridget," suddenly jumped out from the bunch and swung down on the pole. James F. Moran, the Chelsea rider who went out to Denver to rake in any loose cash that chanced to be lying around, started after the Buffalonian, and the finish between these two was the feature of the meet. Bardgett, who seems to be improving, had a little faster sprint and reached the tape less than half a wheel's length ahead. The time was 2:10 2-5. In the second heat Stites fell on the getaway and brought Moran and Smith down with him. On the restart Moran succeeded in getting the pole. This gave him an advantage which Bardgett could not overcome, and the Chelsea rider crossed the tape half a length to the good, 2:08 4-5. Bardgett won the third heat, although Moran made him work to do it. G. R. Boyd came in third. As the race was decided on the point system, five to the first, three for the second and two for the third, Bardgett won with 13 points.

In the one mile handicap for amateurs, J. A. McGraw and G. P. Stone, the two scratch men, worked together, and although they could not overhaul Speakman, the 40-yard man, before the latter finished, came in for second and third prizes. Time, 2:19 2-5.

Hugh MacLean, of Chelsea, Mass., defeated Hardy K. Downing, of San José, Cal., in two straight heats in the ten mile motorpaced event, but the redoubtable Downing gave the Bay State man a hard ride for his money. The men were sent off from a standing start and Downing picked up his pacemaker first. He held the lead for two miles, when MacLean passed him and kept in front until after the sixth mile. Downing led again in the seventh and eighth. MacLean finally won the heat by less than a length. Time, 15:02 2-5.

Downing was quicker in the getaway again and drew a lead of several yards, which he maintained for nearly five miles. MacLean

then slowly forged ahead and kept in this position until the crack of the gun, winning by several lengths. Time, 15:02.

Clem Turville and "Billy" Saunders then gave an exhibition on their pacing machines by riding a five-mile match race. Turville won out, reeling off the last mile in 1:09 3-5. The time for five miles was 6:49 4-5. Summaries:

One mile handicap, amateur—First heat—J. S. Speakman (40 yards), first; J. Kreutz (75 yards), second; G. P. Stone (scratch), third. Time, 2:00 2-5. Second heat—J. A. McGraw (scratch), first; J. Kreutz (25 yards), second; H. B. Ashmore (25 yards), third. Time, 2:14 2-5. Final heat—N. Speakman, first; J. A. McGraw, second; G. P. Stone, third. Time, 2:19 2-5.

One mile point race, professional—First heat—Walter Bardgett, first; James F. Moran, second; E. E. Smith, third. Time, 2:10 2-5. Second heat—James F. Moran, first; Walter Bardgett, second; E. E. Smith, third. Time, 2:08 4-5. Third heat—Walter Bardgett, first; James F. Moran, second; G. R. Boyd, third. Time, 2:10 2-5. Bardgett, 13 points; Moran, 11; Smith, 5.

Five miles, for motorcycles, between Clem Turville and Wm. Saunders—Turville, first; Saunders, second. Time, 6:49 4-5.

Ten miles motorpaced, professional—First heat:

Miles.	Leader.	Time.	Miles.	Leader.	Time.
1.	Downing...	1:42 2-5	6.	MacLean...	9:11 2-5
2.	Downing...	3:09 3-5	7.	Downing...	10:41
3.	MacLean...	4:37 2-5	8.	Downing...	12:08
4.	MacLean...	6:04 4-5	9.	MacLean...	13:33 4-5
5.	MacLean...	7:36 2-5	10.	MacLean...	15:02 2-5

Second heat:

Miles.	Leader.	Time.	Miles.	Leader.	Time.
1.	Downing...	1:51 2-5	6.	MacLean...	9:25
2.	Downing...	3:23	7.	MacLean...	10:51
3.	Downing...	4:44	8.	MacLean...	12:18
4.	Downing...	6:25	9.	MacLean...	13:40
5.	MacLean...	7:53	10.	MacLean...	15:02

### Poulain Upholds His Title.

At the opening of the new Stieglitz track, Berlin, Poulain, the world's champion, defeated Ellegaard and Arent in a series of 1,000 metre (3,281 yards) sprints, winning two out of three. At the same meet Bruno Demke won the hour motor paced race, covering 81.29 kilometres (50.48 miles) in the prescribed time. Gunther was second, with 80.24 kilometres (49.82 miles); Robl finished third, with 78.77 kilometres (48.81 miles).

In addition to holding the title of world's champion, Poulain has annexed the championship of France. He won it in the kilometre event at Paris, beating out Dupré and Emil Friol, last year's title holder. In a motor paced race at the same meeting Gougletz was severely trounced by Miquel.

### Mommer Made National Secretary.

Fred E. Mommer, No. 54 East Ninety-first street, New York City, has been appointed national secretary of the Century Road Club of America. Ernest G. Grupé, of No. 134 Henry street, Brooklyn, N. Y., has succeeded Mr. Mommer as secretary-treasurer of the New York State division of the C. R. C. of A. Both men are well known to nearly all cyclists hereabouts, and are in the thick of whatever is "doing."

## BICYCLE GOT THERE FIRST

**Interesting Experiment with Seven Different Forms of Delivering a Message.**

One of the Paris dailies recently made a curious experiment to see by which of the several means of communication in use a message would be carried most rapidly from one given point to another. The places selected were the offices of the newspaper in question, situated in the Rue Richelieu, almost the centre of Paris, and a well known café close to the Porte Maillot entrance to the Bois de Boulogne. The message was given at the same time to seven persons, who immediately set about conveying it by the means appointed. One went to the telephone and entered into negotiations for the number of the café; another took a bicycle and set off through the busy parts of the town in a direct line for his destination; a third ran for the nearest Metropolitan station; a fourth took a cab; a fifth jumped into a passing omnibus, while the last two ran for the telegraph office, one with an ordinary telegram and the other with a pneumatic.

The first to arrive at the café was the cyclist, who took 11 minutes 15 seconds, and who had been stopped three times en route, either by policemen or by the traffic. Following him came the cab in 23 minutes. Then followed the messenger who had chosen the Metropolitan (two changes), in 31 minutes. The fourth arrival was by omnibus (one change), in 34 minutes, while the telegram took 35 minutes and the pneumatic dispatch made what the paper described as "a superb journey of 3 hours and 3 minutes" to reach its destination. The time taken in getting the message through by telephone was promised in next day's issue, as up to the time of going to press the required communication had not been obtained.

### Claims Downhill Mile in 40 Seconds.

According to a Brockton, Mass., paper, W. T. Marsh, of that city, riding a two cylinder motor bicycle of his own manufacture, on Thursday, 28th ult., covered a straightaway mile on the Arlington-Brockton road in 40 seconds. The course was a gradual decline, which, of course, detracts from any merit the performance may hold. Who measured the distance is not stated, but Marsh's brother gave the starting signal by "waving a long pole with a flag at its peak," and Marsh's new partner, C. H. Metz, and one of his visiting agents, held the watches. The Brockton paper says the machine weighs "about 125 pounds" and is "listed at five horse power, but under pressure will develop nine and one-half horse power." Two days later, Robert Schultz twice tried the same machine on the Charles River Park track, when it refused to do a mile in better than 1:01 1-5.

At Dresden on September 10 Guignard won a 100-kilometre race in 1:20:35 against the young Belgian pace follower, Ivan Goor, Darragon, and Dickentmann.



## RACEMEET, FAMILY STYLE

**Referee, Timer and Machines all from Same Factory—Innovation in Handicaps.**

That disgruntled manufacturer's "national motorcycle association," which he "organized" merely by printing a letter head, gave its, or his, second and farewell race meet at Charles River Park track, Cambridge, Mass., on Saturday last, 30th ult.

It was almost like a family lawn party. Competitors and officials were alike scarce, but the maker's brother and some of his employees rode to keep up appearances, and there was never a quarter of an instant when there was any danger that the manufacturer himself would be rudely offended by decisions contrary to his liking. He "organized" his letter head association solely because an F. A. M. referee had aroused his anger by daring to rule his racing machine out of a stock machine event, and he did not mean that anything of the sort should occur again. While he himself served as timer, one of his own factory employees acted as referee—a thoroughly ideal state of affairs. As starters were scarce, a newspaper reporter who was in attendance to report the affair was pressed into use in that capacity.

While two novice races constituted the startling innovation of the "inaugural meet," the "feature" of Saturday was a five-mile handicap, in which a "large field"—five men—participated; it also was strikingly original in that it was a five-mile event for only the scratch man, Libbey, of Lynn. Ralph Wyatt was given two laps, W. S. Sargent and Dave Marsh three laps and E. G. Dow, five laps. They all started together, and as Libbey failed to ride five miles while Dow was riding four (the track is five laps to the mile) Dow was acclaimed the victor. But altogether it was quite a happy day for the manufacturer. His own machines won everything—it is not known that any others competed—his own watch recorded the times and his own employe refereed.

But one cloud marred the "association's" pleasure. He had again billed Bob Schultz to attack the mile record, and again Robert failed to come within speaking distance of it. He rode Marsh's big two cylinder machine and tried manfully, not once, but twice; but not even Mr. Marsh's watch would register better than 1:01 1-5. It is perhaps just as well that Robert did no better, as none save Mr. Marsh's letterhead would recognize or accept his record did he make one. Robert's performance, however, bespeaks improvement. At the "inaugural meet," when he tried to attack the record, his big machine played the part of mule and refused to budge. The summaries of Saturday's events follow:

One-mile novice—Won by Dave Marsh, Brockton; E. G. Dow, Lynn, second. Time, 1:19.

Two-mile handicap—Won by Charles Libby, Brockton (scratch); E. G. Dow, Lynn (1 lap), second. Time, 2:28 3-5.

Five-mile handicap—Won by E. G. Dow (five laps); Dave Marsh (3 laps), second; Chas. Libby (scratch), third. Time, 8:07.

Two-mile free-for-all—Won by Libby; J. Gagnon, second. Time, 2:46.

### Killed Like Elkes was Killed.

Willy Schmitter, the young German pace follower, whose recent performances had shown him to be one of the coming stars, was the victim of an accident on the Lindeman track, at Leipsic, on Sunday, September 17, which ended in his death that night. It was very similar to the mishap that brought death to the lamented Harry Elkes in Boston. An enormous crowd had gathered to see five of the Continental cracks compete in a 100 kilometres race for the championship of Europe. The men were Guignard, Robl, Contenet, Darragon and Schmitter. In the middle of the race Schmitter, who was third, punctured and fell off on to the banking. Huettenrauch, who was pacing Contenet just behind, was unable to avoid riding over Schmitter, and the great weight of the pacing motor bicycle was sufficient to crush in his pelvis, inflicting fatal injuries. Contenet and Darragon and their pacers all went over in the smash, but, with the exception of a sprained foot to Contenet and some slight bruises and cuts, no serious injury resulted. Schmitter was only twenty-one years of age. He had demonstrated his ability on various occasions, notably in July and August this year, when he defeated Walthour. Schmitter was paced by Péguy.

### New Idea in Inter-Club Contests.

Rather a novel event for motorcycle clubs was recently held by the Autocycle Club of Great Britain. It was termed a "penalty run," and constituted an endurance run of sixty-eight miles, in which each competitor should incur a small fine for each stop. This was 6d., or 12 cents, with the maximum to be chalked up against any one competitor being limited to 2s. 6d., or about 56 cents. A minimum time of 3 hours and 30 minutes was fixed, and those failing to finish within this were fined an additional shilling. Five clubs were represented, with a total of sixty entrants, of which fifty-six started. A prize was given for the first club, the members of which as a team made the best performance. The finish was as follows: Essex first, with 18 starters, 12 non-stop runs, 5 with 2 and 1 with 1 stop. Woolwich, second; 15 starters, 8 non-stop, 3 one stop, 2 two stops, 1 three stops and 1 five stops. Ilford, third; 8 starters, 4 non-stop, 2 one stop, 2 retired. Coventry, last; 6 starters, 4 non-stop, 1 two stops, 1 four stops.

### Italian gets Hour Motorcycle Record.

Anzani, the Italian motorcyclist, has established new figures for the hour on a single cylinder motor bicycle, weighing 110 pounds. At the Parc des Princes track, Paris, the Milanite covered 58 miles 489 yards in the hour. He rode an Alcyon, with a Buchet motor, 90x99 mm.

## PARIS' 24-HOUR RACE

**Dutchman Wins it with Big Score—Nat Butler gets Inside the Money.**

After two postponements the famous "Bol d'Or" race at Paris took place Saturday and Sunday, Sept. 23 and 24, but it could only be brought to an end by one of the most extraordinary combinations ever recorded in the annals of cycling. The twenty-four-hour race was started at the Buffalo Velodrome, but as rain stopped the race at the fifth hour the event was finished at the covered Parc des Princes track.

The starters were Pottier (France), Trousselier (France), Petit-Breton (France), Chauvet (France), Dortignacq (France), Fischer (France), Samson (Belgium), Vanderstuyft (Belgium) and Nat Butler (America).

From the start Pottier set a terrific pace, and succeeded in reeling off twenty-seven and one-half miles in the first hour, and was leading at the second with fifty-five miles to his credit. At the fourth hour Pottier was still in front, with Dortignacq second, and followed in order by Vanderstuyft, Petit-Breton, Trousselier, Nat Butler, Chauvet, Fischer and Samson.

Then rain began to fall, and the track became so slippery as to be unsafe. An hour and a half later a restart was given at the covered track, a remarkable fact being that all the crowd journeyed from one track to the other, three miles distant, in the middle of the night and through a driving rain. The interval was deducted to leave twenty-four hours of actual riding.

Upon the resumption of the race at the Parc des Princes Pottier started in again to lap the field, but after compelling Petit-Breton to give up the race was so tired out that Vanderstuyft, the young Belgian who finished second in the New York six-day race last year, soon forged ahead. At the twelfth hour Vanderstuyft was leading and had ridden 258 miles. Dortignacq was one mile behind and the others were bunched.

Pottier succumbed to the pace soon after, followed by Fischer and Trousselier. Vanderstuyft subsequently won with 587 miles 730 yards, against Dortignacq's 582 miles 880 yards. The veteran American, Nat Butler was third, with 532 miles 30 yards 1 foot.

### Puncture Lost Race for Walthour

A punctured tire lost the "grand prize of Zehlendorf" for Robert Walthour. The distance was 100 kilometres, and Walthour was the first to tack on behind his machine, manned by Hoffmann. Walthour held a decided advantage over Anton Huber until in the ninety-eighth lap he punctured his rear tire. In the scramble to dismount and remount he took a header into the sand pit adjoining the track just as he was being restarted. Walthour tried to regain his lost laps, but was unable to do so before the pistol's crack. Guenther was third. Huber's time for the 100 kilometres (62 miles) was 1:28:49.



## Officials of the Federation of American Motorcyclists.



R. G. BETTS, President.

E. W. CARRITT, Vice-Prest., Eastern District.

H. J. WEHMAN, Secretary.

### Scratch Men in Front.

Peter Wollenschlager, riding with 5 minutes 30 seconds handicap, won the ten mile road race of the Eastern Division of the Century Road Club Association held on the Merrick road, at Valley Stream, Long Island, last Sunday, 1st inst. At the tape Wollenschlager led his nearest competitor, F. Larsen, 7 minutes, by nearly fifty yards, who, in turn, was about 20 yards ahead of A. Klein. This made the race uninteresting to the spectators. The only close finish was between Richard Curley, Paul Thomas and Charles Nerent, who sprinted over the tape well bunched. Nerent, the scratch man, made the best time, covering the distance in 28 minutes 27 seconds.

Four scratch men had their innings in the two mile handicap for members of the Long Island Division of the Association. They were Frank W. Eifler, Joseph M. Eifler, Fred

C. Graf and G. Duester, and finished in this order, Frank Eifler beating his brother at the tape by inches. Time, 4:42 1-5.

### Paris's "Third of Litre" Trials.

Great going was the rule at the "third de litre" trial at the Parc des Princes track, Paris, September 19 to 21. The event was open only to motor bicycles the cylinder capacity of which does not exceed a third of a litre, slightly less than half a pint, or, to be exact, 44-100, are eligible. The distance was one hundred kilometres, or sixty-two and a half miles. The first two days were devoted to eliminating trials, in which the first and second arrivals qualified for the finish. There were eight starters in the latter, out of which Thomas and Anzani, both on Alcyon machines, took first and second places in 1:10:34 and 1:11:40; Naso, on a Magali, being third, in 1:16. The Alcyon machine was also awarded a cup for regularity of running,

### Black Man Wins at Burlington.

Henry Frizer, colored, the first negro to ever win the contest, captured the Hawkeye medal cycling event at Burlington, Iowa, September 28, in the slow time of 26:35. He secured both place and time prizes. Joe Tell came in second; time, 27:40. Fred Sanders, the scratch man, refused to ride at the last minute, claiming that Tell had too large a handicap. The other six entrants failed to appear, but the race was run regardless. The course was over a distance of seven miles. Frazier started from scratch, and Tell had a handicap of one minute, with net time, as above stated. As this makes the twelfth yearly contest for the gold emblem, and as it seems impossible for any rider to capture it three times, the management has decided to run a final race in the spring of 1906, starting the bunch from scratch and letting the best time win the medal for all time.



## CENTURY MEN MEASURE SPEED

**Gather at Old Guttenberg and Have a Large and Varied Time.**

Old Guttenberg race track, just across the Hudson, in Jersey, was the scene of an exciting cycle race meet last Sunday, 1st inst., promoted by the New Jersey division of the Century Road Club of America. Probably this fact will not cause much comment, but when it is taken into consideration that this was the first meet of its kind that has graced the old dirt oval in years, and that over 1,000 spectators witnessed the contests, the aspect is materially changed. The varied program furnished considerable excitement. It would be difficult to pick the particular "star" of the meet, as nearly all of the riders came in for an equal distribution of the prizes. In fact, H. L. Lind was the only rider to win two firsts.

The first event was a half-mile, and N. A. Johnson, of New York City, easily ran away with first prize. B. Evesson was second, C. Schnepf third and J. Romer fourth. Time, 1:02. C. Graham, of Bayonne, beat out Herbert and Victor Lind for first place in the two-mile event, the Lind brothers scoring respectively second and third. Evesson finished fourth. The five-mile open developed into a gruelling struggle between Frederick Peterson, H. L. Lind, C. Graham and C. F. Hansen, the first named rider defeating Hansen by less than half a wheel's length. Time, 14:18.

After this the Lind brothers, who hail from Brooklyn, got together and vividly demonstrated to J. T. Halligan and Peter J. Baum how to hide a team pursuit race. The distance was five miles, and the Brooklyn delegation won with apparent ease. Time, 14:20-5. C. F. Hansen took the honors in the five-mile event for members of the New Jersey division of the Century Road Club of America, F. Montville and B. Evesson finishing, respectively, second and third. The time was 15:04 4-5.

The one mile novelty race was interesting and showed beyond a doubt that the bicycle riders are good runners as well as pedal pushers. The contestants were required to run half a mile and complete the distance awheel. Herbert T. Lind's shapely legs seemed to work just a little faster than those attached to his fellows, and he won the event. Peter J. Baum finished second and Halligan came in for third prize. Summaries:

Half-mile—N. A. Johnson, New York City, first; B. Evesson, Jersey City, second; C. Schnepf, New York, third; J. Romer, Jersey City, fourth. Time, 1:02.

Two miles—C. Graham, Bayonne, first; H. L. Lind, Brooklyn, second; Victor Lind, Brooklyn, third; B. Evesson, Jersey City, fourth. Time, 5:24 2-5.

Five-mile open—Frederick Peterson, Newark, first; C. F. Hansen, Jersey City, second;

H. L. Lind, Brooklyn, third; C. Graham, Bayonne, fourth. Time, 14:18.

Five-mile team pursuit race—H. L. Lind and Victor Lind, Brooklyn, first; J. T. Halligan and Peter J. Baum, Brooklyn, second. Time, 14:25 2-5.

Five miles, open to New Jersey C. R. C. of A. members—C. F. Hansen, Jersey City, first; F. Montville, Newark, second; B. Evesson, Jersey City, third. Time, 15:04 4-5.

One mile novelty, run half-mile and ride half-mile—H. L. Lind, Brooklyn, first; Peter J. Baum, Staten Island, second; J. T. Halligan, Brooklyn, third.

Five-mile handicap, open to Tiger Wheelmen, New York City—Urbain McDonald (scratch), first; Peter J. Baum (scratch), second; Henry Johnson (15 seconds), third; G.



NEW YORK BRANCH 214-216 WEST 47TH ST.

B. Hunter (30 seconds), fourth. Time, 14:17 2-5.

#### San Jose has Successful Fleet.

One of the most successful cycle meets San José has witnessed for many years was held Sunday, 24th ult., in the presence of visitors from all parts of Northern and Central California. The feature of the meet was a five-mile motorcycle race, won by J. P. Baumgarten after an exciting struggle. The contest for the Cordes trophy to be won three times and which was won last year by the Garden City wheelmen was the first race on the program and excited considerable interest. The Garden City team again won the trophy from the Bay City wheelmen.

The three-mile motorcycle race was won by James Tormey of San Francisco, with Baumgarten of San José second. Time, 4:01.

In the twenty-five mile relay race, the five teams competing finished in a bunch. Berryesso, of San José, by a splendid sprint, won the race almost at the tape from Dick Mainland, of the New Century wheelmen. The Garden City wheelmen won the decision.

## TIGERS TO BE KEPT BUSY

**Ambitious End-of-Season Programme Assures it—Plans to Avoid "Kicks."**

A busy season end has been mapped out for the riding members of that industrious metropolitan organization, the Tiger Wheelmen, and there promises to be a lively scramble between the riders for possession of the silver loving cup, emblematic of the club's championship, donated by its wide-awake president, Harry A. Gliesman.

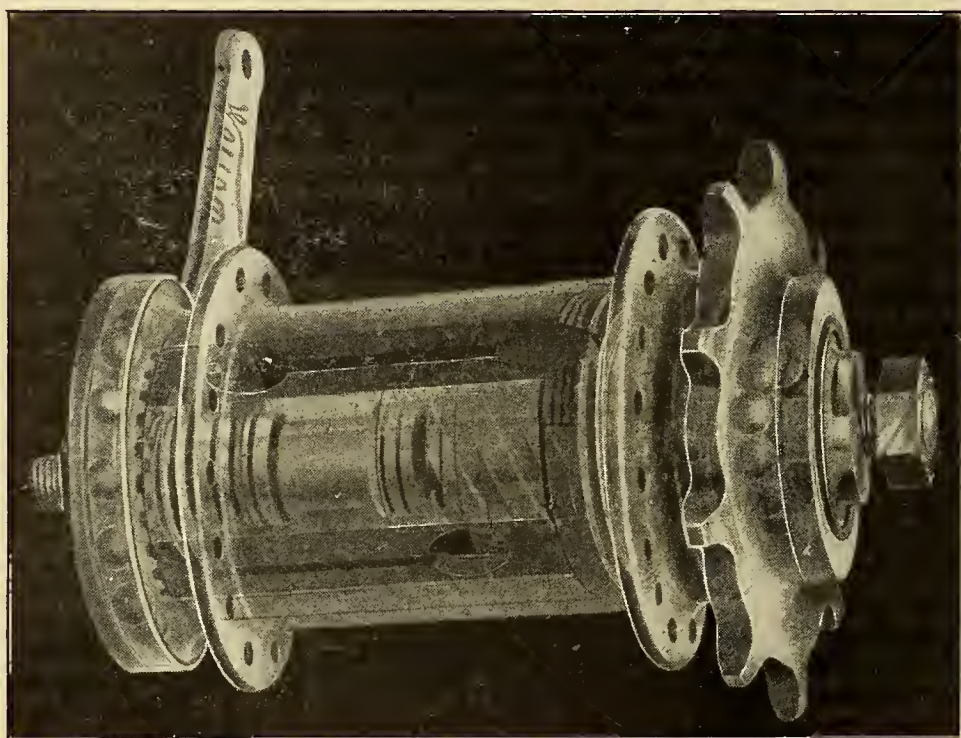
Heretofore the club's championship has been decided by three road runs only, at distances of five, ten and fifteen miles. This gave disgruntled and unpleased riders chance to register that tiresome and oft heard "kick," "If the distance had only been such and such"—To obviate this the racing committee of the Tigers has decided to run the races for the club championship this year by a different method. Seven races will constitute the championship series—the first, a five-mile handicap, having been held last Sunday—and the point system of scoring will be employed. The dates for the succeeding races are as follows: October 8, one-mile, two-mile and novelty race, at Smith's track, Valley Stream, L. I.; October 15, fifteen-mile handicap road race, Valley Stream, L. I.; October 22, twenty-mile handicap road race, Hoffman Boulevard, Jamaica, L. I.; October 29, twenty-five-mile handicap road race (double points), Valley Stream, L. I.; November 5, ten-mile handicap road race, Hoffman Boulevard, Jamaica, L. I.; November 11, one-mile novelty race, Jamaica, L. I.

The first race of the series, a five-mile handicap, for double points, was held at the old Guttenberg dirt track, in New-Jersey, last Sunday, 1st inst. There were fifteen starters, and this augurs well for future success, as few of the Tigers were aware of the race. Urbain McDonald, from scratch, distinguished himself by running away with both first place and first time prize, riding the distance in 14:17 2-5, and scoring 20 points. Peter J. Baum, also from scratch, was second, and gave McDonald a lively sprint for the honors. Baum was only one-fifth of a second behind at the tape. Henry Van den Dries, last year's champion, was entered, but a broken wheel prevented his competing. W. Brennan entered this, his first race, and made an excellent showing, but after four miles was obliged to succumb to the pace. The summary:

Pos.	Rider.	Heap. m.s.	Net time. m.s.	Points.
1.	Urbain McDonald.....	scratch	14:17 2/5	20
2.	P. J. Baum.....	scratch	14:17 3/5	18
3.	H. Johnson.....	0:15	14:32 3/5	16
4.	G. B. Hunter.....	1:00	17:17 3/5	14
5.	F. Zapke.....	1:00	15:18	12
6.	C. P. Soulier.....	0:45	15:25	10
7.	Victor Trébay.....	2:00	16:42	8
8.	Fred Morin.....	scratch	14:42	6
9.	Charles Martin.....	0:15	15:02 1/5	4
10.	Al. Judge.....	0:45	15:30	2



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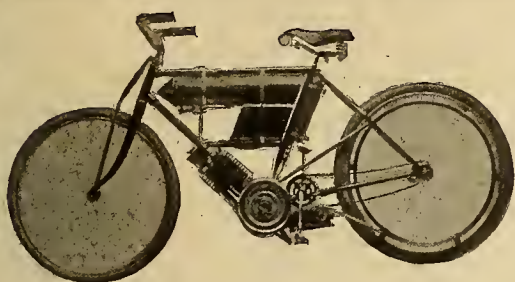
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### Votes Zim the "Greatest Ever."

On the other side the cycling journals are indulging in a spirited discussion anent the greatest racing cyclist of the world. In a plebiscite taken by the Irish Cyclist, Arthur A. Zimmerman's name heads the list with 65 per cent. Paul Albert received 15 per cent of the votes, 10 per cent for Percy Furnival and 5 per cent each for H. L. Cortis and Leon Meredith.

Cycling, of London, however, takes exception to this placing, and editorially says: "If we were asked our opinion as to who was the next greatest racer to Zimmerman, irrespective of status, we should unhesitatingly name Frank Kramer, whose record, placed side by side with that of Zimmerman, would be sufficient to prove the accuracy of such a placing. In a plebiscite to determine the greatest cyclist of all time it seems little short of astonishing that the claim of Frank Kramer should have been overlooked when he is admittedly the greatest racing cyclist of to-day. The Irish Cyclist is right in claiming for Zimmerman that he was in every way an ideal athlete. He won his races cleanly and fairly, never made excuses when beaten and never boasted when victorious."

### America Scores in Ireland.

Ireland had an awakening and a first good taste of the American motor bicycle on September 23, on the occasion of the Motorcycle Union's hill climbing contest near Dublin. The victory, with lots to spare, went to S. Findlater, riding a  $1\frac{3}{4}$  horsepower Indian. The hill was four-fifths of a mile long, grade not stated. The result was reckoned by Callender's formula, the time being multiplied by the cubic capacity of the cylinder and divided by the combined weight of the machine and rider, the lowest deduction winning. Two trials were permitted. On the first trial Findlater, who weighed 188 pounds and whose machine scaled 110 pounds, made the ascent in 2:20. His second trial was 1:57 4-5. His performance figured out at 528 points. It was his first appearance in any motorcycle contest. C. B. Franklin,  $2\frac{3}{4}$  horsepower F. N. (total weight 289 pounds), was second, with 567 points, and W. H. Meredith, 3 horsepower Triumph (290 pounds), third, with 571. Franklin and Meredith are old campaigners, while Findlater is a raw novice.

### Calls his 450-pound Monster "Laura"

Another of those monstrosities has appeared on the other side, to be used to pace Bruni Demke. It is a two cylinder Laurin-Clement machine, the engine developing 28 horsepower. The machine weighs 450 pounds and makes a roar not unlike that of a train of cars when going around the track. Demke has named it Laura.

### This is an Imported Jokelet.

"Did you ever try to ride the bicycle, Captain Barnacles?"

"Do you think," roared the old sailor, "that I would be found aboard a craft that had its rudder in front?"—(Ex.

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### The Week's Patents.

800,497. Fly Wheel and Crank Shaft Structure. Stanley W. Shaw, Galesburg, Kan. Filed March 30, 1904. Serial No. 200,668.

Claim.—1. The combination of aligned crank shaft sections, disks carried at the contiguous ends thereof, the disks being concentric to the shaft sections, a wrist pin extending between the disks eccentrically to the crank shaft sections, said shaft sections, disks and wrist pins being integral, and two annular flywheel sections fastened respectively to the peripheral portions of the disks and spaced from each other to permit a connecting rod passing between the flywheel sections.

800,186. Ice Bicycle. George W. Vaughan, Lenoir, N. C. Filed April 10, 1905. Serial No. 254,831.

Claim.—1. The combination with a frame, of a traction wheel mounted to yield vertically thereon, runners located at opposite sides of the wheel, bars connecting the runners, standards connecting the runners to the frame, and a spring connected to one of the cross bars to yieldably hold the traction wheel down in engagement with the roadway.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York. \*\*\*

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### How Phibberly Rode Over a Roof.

Once again the conversation had veered round to thrilling adventures, and at length up spake bold Horatio Phibberly.

"You fellows," he said, "remind me of a little experience I had some time ago. I was riding a brakeless bicycle down a steep hill, when all of a sudden the chain snapped and I careered down the rest of the hill quicker than a flash of lightning with the jim-jams. Worst of it was that the road down the hill took a turn at direct right angles, and in the corner of the angle stood a thatched cottage.

"I was wondering what the verdict would be at the inquest, when I saw a man rest a plank of wood against the eaves of the cottage. I went straight for the plank, and soon I was on the roof. At the back of the house the cottager's wife and daughters were shaking carpets, and my machine and myself toppled into the midst of them and were caught in the outstretched carpet and gently lowered to the ground."

A dead, dull silence descended on the company, and even the soda water siphon wept. —(Tit Bits.

### Clever Youngster Catches Young Thief.

Even now that all the professionals have been caught, according to the police, Buffalo, N. Y., still has one or two bicycle thieves of the amateur order to contend with before the rider may feel safe in turning his back on his mount. The latest "catch," due to the cleverness of the victim rather than to the ingenuity of the cops, is Michael Radas, aged fifteen, who was taken into custody, charged with the unlawful taking of a machine belonging to Harry Dubusky. The latter, on coming out of a department store, saw the boy Rades riding away on his mount, which he had left standing at the curb, and instead of jumping on him and raising trouble on the spot the youngster borrowed another wheel and gave chase. After following the thief till he had taken it into his house at No. 91 Seventh street, he hastened off after the police and had him arrested, wheel and all.

### How the Boys Sought to Earn Pennies.

There is no limit to the ways of turning an honest penny. A party of Birmingham, England, youngsters sought to do so by waiting at the bottom of a hill and pushing cyclists' machines to the top. Their knowledge of cycling, however, was not sufficiently up to date to tell them that in these variable gear days nobody walks up hills; so business was slack, and, in order to liven it, they got in the way of the riders, and sought to throw them. Even this failed to bring in the shekels quick enough, and in their despair these ambitious boys threw mud and stones at the riders who refused to patronize them. They were arrested, but were eventually let off on promising to "be good" and not to do it again.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York. \*\*\*



# The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LII.

New York, U. S. A., Saturday, October 14, 1905.

No. 3

## NEW JOBBING MODEL

**Pope Inaugurates a Move That is Both Significant and Surprising.**

The straightout coasterbrake model finally has made its appearance in this country, and, strangely enough, it is a model for the jobbing trade which means that it will be marketed under a variety of names. The Pope Mfg. Co.'s Chicago factory is responsible for the innovation, which has been just launched.

The move is as surprising as it is daring, and is one that will cause the trade generally to sit up and take notice.

This particular Pope machine is fitted with a Corbin coasterbrake, so that on that score at least no fault can be found with it. The price at which it can be offered by the jobbers to the retail trade and by the retail trade to the public has not yet developed, but it is understood that in basing the quotation nothing has been left unconsidered, the railroad rates on each separate fitting entering largely into the case.

## No Meeting Until November.

Owing to the absence of its chairman, W. H. Graham, the committee of five manufacturers which grew out of the last annual meeting of the National Cycle Trade Association, will not get together until about November 1, when Mr. Graham is due from Europe. It was originally intended that the committee should meet this week, and, indeed, the committeemen and several manufacturers not members of it were notified by Secretary Schaffey to hold themselves in readiness to do so. The committee will decide whether it is advisable to organize an association of manufacturers or if there is any way in which they can better enliven and assist the jobbers who comprise the N. C. T. A.

## Conditions in the West

Ralph D. Webster, secretary of the Eclipse Machine Co., who returned last week from a two months' tour of the West, was in New York on Thursday last, when he repeated his previously expressed belief—that 1906 will prove the best season the West will

have experienced in a considerable term of years. The country, he said, is absolutely bare of old stock. As an instance, Webster states that while in Denver he was importuned by one house for assistance in obtaining some two hundred bicycles which were wanted immediately, and for which the trade had been scoured in vain.

In Colorado Springs the Eclipse man dropped into a comparatively small store, and was startled to learn that the dealer had that very day sold seven bicycles at retail—this was late in September. In Los Angeles Webster found bicycles in such general use that he had to walk a block to cross a street in order to avoid the long line of them that was stacked against the curb. In that city, he said, he saw more motor bicycles in use than he ever had seen before in one place.

## Says Situation Looks Rosier.

"Jobbers in Chicago are carrying lower stocks and buying heavier than for many years, and they seem to be worrying as to whether they will be able to get material and supplies fast enough," is the report of an Eastern traveller who recently "swung around the circle." "In fact, all up and down the line business is booming, and more than one manufacturer says that next year will be for those who are in the business as big a year as any they have ever seen. With the exception of one or two cases here in the East, I am inclined to that view."

## Miami Gets the Maximus.

The Miami Cycle and Mfg. Co., Middletown, Ohio, intend to again make saddle comfort a feature of their leading Racycles. They have secured the exclusive use of the new Maximus saddle—the Persons Mfg. Co.'s newest and most expensive creation, which, due to its ingenious system of springing, the Persons people rate the equal of a cushion frame and far ahead of any spring seat post ever devised.

## Hinckley Succeeds Foss.

Freeman Hinckley has succeeded to the management of the Pope Mfg. Co.'s Boston branch left vacant by the resignation of W. J. Foss. Hinckley was previously assistant manager of the place.

## KOKOMO'S BIG INCREASE

**Year Proves a Prosperous One for the Indiana Tire Makers, and Why.**

In its way the growth of the Kokomo Rubber Co. has been one of the remarkable features of the cycle trade.

It was really not until the big force of the boom had spent itself that Kokomo tires began to attain prominence. Each year since and despite the depression that has prevailed, the sale and fame of the tires have steadily increased. There was never a season when the business failed to show a substantial growth.

D. C. Spraker, president of the company, who was in New York this week, stated while here that the year 1905 has been no exception to the rule. He is of the quiet order, but it was plain to see that he was immensely pleased.

"How great was the increase?"

"All of 50 per cent," was the quiet response, accompanied by a satisfied smile.

Mr. Spraker said that there was every prospect that the next year would prove as gratifying. While they have a good automobile tire, he added that the glamour of the automobile industry was not being permitted to dazzle the Kokomo staff. They all realize that in many respects the business in bicycle tires is more satisfactory than the trade in motor tires, and they act accordingly. As a result, bicycle tires come first in the Kokomo estimation. It is not so strange, therefore, that the Kokomo books should record a substantial annual increase.

## Receiver for a "Dead One."

The application of Jordan J. Rollins, who obtained a judgment against it on April 3, 1905, which claim had been in litigation several years, Charles F. Hickey has been appointed receiver for the Sidney B. Bowman Cycle Co., which formerly conducted two stores in New York.

The concern was incorporated eleven years ago with \$5,000 capital, but practically wound up its affairs several years since.



## ABOUT COASTER BRAKES

### Broadbent "Returns to the Attack" and Lets Fall Some Further Opinions

Melbourne, Sept. 7.—Regarding the coaster-brake and the *Bicycling World's* editorial comment on my previous article dealing with it, I am more than pleased that, seeing I am personally inclined to the free wheel and independent brakes (as being somewhat superior to the back pedaling device), you can find that I had not allowed prejudice to usurp reason, and can find more in my article in favor of the coasterbrake than against it. What I had in my mind, however, when I said that the coasterbrake was "ideal" was that, theoretically it was the correct place for the brake, and that its application was correctly applied, i. e., by attempted backpedalling—a natural, instinctive movement. And, although I found it effective—that is, I had sufficient power at my command to pull up the machine dead, if necessary—I also found that with hand applied brakes there was always a more sensitive application of the power than with foot applied brakes, and always equally as powerful, and, moreover, especially with the inverted brake lever (to the Bowden wire) and properly fitted brake shoes, there was such great force applicable by merely a firm grasp that my hand does not tire by the grip. This, possibly, is explained by the facility one has of changing, ever so slightly, the grasp by the hand, which affords instant relief if it is required. There was one drawback, however, to the coasterbrake that I did not enumerate, although I thought I had. All those designs which I have so far used allowed the foot to "creep" backward when coasting over roughish surfaces at any pace, no matter how careful I was manipulating the pedal, and if a particularly heavy bump was sustained it affected the pressure on and the position of the pedal in no small degree. This I found was an experience not peculiar exclusive to myself. Still, after what you have further written, I intend to give the coaster hub and two speed gear combined an exhaustive trial, for I am not at all particular as to what style of brake I use, provided it be effective.

I am convinced of this, however, that a good brake on the front wheel is far more effective as a retarder than a good brake on the rear wheel, of whatever kind. This, I think, is easily explained. The action of braking by the front wheel throws most of the weight on that wheel, and when applied to the rear wheel the effect is the same—there is less weight upon it (the rear wheel), and it is therefore more apt to skid. Against the practice of habitually braking with the front wheel brake is the shattering effect it exerts on the forks, the crown or the stem, according to the distribution of the weight of the metal used in the construction of each part and all of them.

I do not think I have mentioned that I have two brakes, the additional one being a light but effective brake acting on the front tire. This practice, I know, is foreign to American usage, but I have on so many occasions found such great advantages from its use that I think the weight well worth the carrying. This I have demonstrated to habitual users of the coasterbrake—sometimes when going down long, steep hills where there have been several sharp turns or short, sharp pinches, when an additional increase of brake power was necessary. On two occasions my companion had a little trouble. One, owing to the long descent, followed by a sudden application of greater braking force, caused his brake to squeak harshly and eventually block for a moment, during which he lacerated the tire badly, and the other, under somewhat similar conditions, blocked his wheel instantly, which skidded sideways and threw him. Both, of course, might have avoided the trouble by more careful application of the pressure, although the riders were experienced users of the coaster. In my own case the application of the second brake (front wheel) steadied the machine immediately and effectively, and by both wheels being retarded, there was not the slightest lateral movement, because, as I take it, the braking force was evenly distributed. In such instances it is, of course essential that safety be assured. I may further add that both of these riders have since adopted my plan, one having a two speed gear (fixed wheel at low) and one rim brake (rear), the other having a clutch fitted and two rim brakes. Still, of all the brakes I have used the most effective and I believe the easiest on the machine is the "Mushroom"—a hub handbrake, with drum of V-shape in sections, and the band shaped to fit. There is, in addition to a constrictive force, a wedging process exerted, which necessitated a surprising small amount of pressure on the lever, and therefore was less tiring. Unfortunately for this device, the method of application was crude and unsightly, and, moreover, it was not every hub that would admit of the drum being fitted—the three speed, for instance.

I note that the *Bicycling World* is pleased to call the faculty of being able to turn the pedals backward at will, etc., as "flimsy" attributes to the absolute free wheel. So they are, when considered singly. Still, I submit that to obtain perfection we must look to all these trifling things, while perfection is no trifle. The sum total of my experience is that with independent brakes I obtain more rest. When I climb a hill my legs are done with it. I lose nothing of the pleasure of coasting nor of safety, while the absolutely free wheel is much the handier for mounting, cleaning, adjusting the chain and many other apparently trifling things. Anyhow, I shall add a coasterbrake to my stud of wheels, and if I fail to find out its advantages as credited to it in your country it will not be for the want of giving it persistent trials and judging it by comparison with other types of coasting devices.

GEO. R. BROADBENT.

## REVIVAL IN ENGLAND

### Evidence of Its Extent and Some of the Factors that Brought it About.

That the rate of increase has been greater in England than here is apparent from various statements which have appeared; and that the increase has been due largely to the adoption of the wheel by those of the lower classes whose limited resources prohibited its use in the days of high prices is also apparent. In support of the statement, witness the following, clipped from the *London Field*:

"It is no doubt due to the fact that the bicycle is being pressed more and more into the service of everyday life that there has been an increase in the demand this year that has reached the proportions of a second boom. The great majority of the machines are of the cheapest grade, but, even, so, when made by the more responsible firms, they are strong and serviceable, and answer every purpose of those who are not exacting as to weight and finish. Were there any doubt as to the enormous extension of bicycling among the lower classes, it would be dispelled by observing the numbers and character of the riders who throng suburban roads on Saturday afternoons and Sundays, and the high percentage of incapable and irresponsible novices encountered. In no years has there been any approach to the streams of riders who may be seen wending their way out of the towns for a day in the country, thus making their bicycles minister to pleasure as well as to business. In addition to the large numbers of machines thus employed, bicycles are to be seen in use in every village and hamlet in the country—not old type specimens, obsolete in design and equipment, but of modern construction and fitted with pneumatic tires. Indeed, it is now practically impossible to escape the ubiquitous bicycle even in the most remote and secluded highways. The expiration last year of the master patents on pneumatic tires has had a certain influence on the lowering of prices, for these indispensable accessories were never cheaper than they are at present, though the high and increasing price of rubber is not likely to permit of any further reduction in the case of tires in which pure material of this kind is used."

### What They Learned About Gasolene.

Gasolene is a substance that is not to be treated lightly wherever it may happen to be found, as witness the recent experience of some young Englishmen in a boat—an incident that also illustrates the danger of emptying fuel about promiscuously when necessary to dispose of it in a hurry. A number of motorcyclists were about to take the boat from New Haven to Dieppe, and emptied the tanks of their machines in the first convenient place available. Most of the gasolene found its way into the river and was floating down stream when the afore-said young men saw it. Out of curiosity one of them threw a lighted match on the surface to see if it would burn. He was instantly rewarded by a fierce flame, which shot some feet in the air, setting fire to the boat and to his clothes. He jumped overboard without delay in the attempt to extinguish the flames, but was badly burned before being rescued. His companions escaped unhurt.



## GAUGING HORSE-POWER

### Piston Displacement as an Aid to Proper Rating and Handicapping.

Ever since the gasoline motor first came to take its place in the world of wheels the question of the method of power rating has been a source of anguish alike to the user and the maker. The natural method of gauging the capacity for work of any machine is that of the indicated horsepower which it shows under test. This is, however, a quantity which varies slightly among motors of the same make and size, and also changes with the condition of the machine, and hence it becomes natural to the builder and dealer to give to all motors of a single design a standard rating which is based upon its theoretical capacity.

Naturally enough, the maker is anxious to have his product show for all it is worth, at least on the catalogue, and, as there is little likelihood that any of his machines will ever be put to a strict quantitative test after it leaves his hands, and, as, granted that it is capable of taking its load and carrying it under all ordinary conditions, no one really cares just what its actual power is, he is tempted to use his imagination to a slight degree in announcing its rating, in order that it may compare favorably with the product of other makers. A writer upon automobile technicalities has epitomized this tendency, which is even more potent among the makers of large motors than with those who are preparing machines for motorcycles, by giving the formula for the horsepower of a motor as

Actual horsepower=BHP+DHP

in which, BHP=Brake horsepower, or the actual potency of the engine based upon a practical test; and DHP=Dream horsepower, or the addition which is necessary to make a proper showing on the price list and to convince the buyer that he is getting his full value for the dollars which he is investing.

All this is harmless, and not a little amusing up to a certain point, for, as has been said, no one really cares so long as the thing will do its work, the term horsepower being purely arbitrary, and only useful when in the case of large machines the questions of efficiency and economy are to be taken into account. When, however, machines are to be entered in competition, there comes a time for a strict rating, which shall enable the organizers and handicappers to place the contestants upon an equal basis.

It has been suggested in this connection that under such circumstances motors be rated on the basis of their piston displacement—sometimes wrongfully called cylinder capacity. The displacement of a motor, or volume swept over by the piston at each stroke, is evidently the product of the area

of the piston multiplied by the length of stroke taken in the same units. The cylinder capacity includes, besides the displacement, the volume of the compression space, which varies greatly with the type of motor, and is never a fixed quantity for machines of the same design. That the piston displacement has a fixed relation to the amount of power developed will be apparent from a moment's consideration of the formula for horsepower—that is to say,

$$H.P. = \frac{PLAN}{33,000}$$

in which

P=mean effective pressure during the working stroke.

L=length of stroke.

A=area of piston,

N=number of working strokes per minute.

The factors P and N are evidently dependent upon the condition of the motor, the rate of speed at which the machine is being driven, the effectiveness of the carburation, and so on, conditions which are in a great measure at the option of the rider, and apart from the maker's work in building the motor. The factors L and A, however, are fixed for all time, and furnish a measure of the possible power, since it is impossible to get more than a certain maximum effort out of a motor with a given displacement, variations below that amount, depending upon design of valves, amount of compression, the amount of friction of the working parts and the efficiency of the organs of carburation and ignition.

Granted, then, that the piston displacement represents a fixed measure of the power, so far as the maker is concerned, if that be divided by the combined weight of machine and rider, it is evident that there will result an expression of the capacity of the machine per pound weight of its load, and that the factor thus obtained might well be used either in classifying or handicapping machines in competition.

If it be required to extend this to obtain an equitable comparison of the performances of several machines which are running over the same course, this factor may be multiplied by the time taken to cover the distance, and the result will be a perfectly fair score, since the elements which are accounted for are those which are fixed, with the exception of the time, and that takes into account the condition of the machine, and the skill of the operator, which is what is desired.

Expressed in the shape of a formula, this is:

$$S = \frac{TC}{W+W}$$

in which

T=Time in minutes.

C=Piston area multiplied by the stroke in inches.

w=Weight of the machine.

W=Weight of the rider.

This expression, which is known as Callender's formula, has been used to some extent on the other side of the water, and is accounted to be a fair and uniform method of comparison, and as well one which discounts

all possibility of controversy on the ground of misrepresented power in the motor.

### Device for Valve Grinding.

For those motorcyclists who take pleasure in making all but the most serious repairs to their machines a French firm has brought out a convenient device to aid in the operation of grinding in the valve. It consists of a pneumatic holder, with the aid of which the entire manipulation of the valve can be effected without the necessity of touching the valve with the hand. The holder is a small exhaust pump with an end of the same diameter as the head of the valve itself. The lower part forms a hermetically sealed joint between the valve and the holder, and the latter also carries a metal projection fitting into the valve notch in the same manner as a screwdriver. After the valve spring has been released by withdrawing the pin the rubber end of the holder is moistened and pressed down on the valve head and turned until the projection slips into the slot, then the air may be exhausted by drawing the handle up. The valve will remain attached until released by pushing down the handle.

### To Detect Knocks With the Teeth.

When there is a knock in the motor which cannot be located by any of the ordinary methods of test, a very good plan is to place the machine on a stand and use the vibrator rod. This is nothing more nor less than a rod of hard wood, or, better yet, a wire spoke, which is held firmly between the teeth by one end, the other being pressed firmly against the motor near the place from which the sound is supposed to emanate. The vibrations which are taking place within the machine are by this means transferred to the rod, and through it to the ear of the observer by way of the teeth, all external sounds being excluded for the time being, by stopping the ears with the finger tips. In this way it is possible to trace to its origin almost any sound, and to hear it with as much distinctness as though it were single instead of being one of the components of a very complex noise.

### Historic Old Road is Abandoned.

The old "Cannon Ball" road, or at least that part of it running through the property of Howard P. Frothingham, at Wanaque, N. J., is no more. That was settled at a hearing held last Saturday afternoon at Pompton by the commission named recently by the court to examine into the road and its condition, in accordance with a petition asking for the abandonment of the road. The famous old road began near Hilltown, N. Y., where there was at one time an old forge. Here the Tories made cannon and shipped them by team to Lord Howe's army during Revolutionary times. Although practically impassable for years, the historic highway has been an objective point for bicycle and motorcycle tourists.



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### Protecting the Eye.

One of the few sources of injury to the system which may come from bicycle riding, in fact probably the only one worth taking into account unless the effects of excessive riding be considered, is that which may result to oversensitive eyes as a result of the continual blast of air driving directly against the eyeballs and carrying with it thousands of minute particles of dust and organic matter.

The average rider who has been on the road for the greater part of the season seldom feels any effects from this cause except after a long run, but there is always a good deal of strain put upon the eyes while riding as a result of the effort to focus the optic lenses on a constantly shifting field. This coupled with the presence of the dust and the ever present peril of large particles being blown against the retina, either in an inert condition or—as not infrequently happens, when an insect is carried along in the breeze—in a distinctly animated condition, constitutes a strain which is not unlikely to cause an irritation which renders the organ susceptible of further trouble, either by way of a greater inflammation or of infection, as the case may be.

It is to be remembered that the dust of the common country road is far from a simple substance; that it is charged with a full measure of animal refuse as well as other organic matter, which is in itself unwholesome if not distinctly injurious or positively infectious; and that while in its ordinary condition the eye is fully capable of taking care of itself and throwing off any foreign substances which may come into contact with it, still when in an inflamed condition it is liable to be aggravated to a serious degree by any such occurrence. That bad effects are not more frequently received as a result of riding, particularly at a high rate of speed, is to the credit of the human system and its Maker, rather than to any other reason, for the peril is imminent at all times, and is not one to be lightly considered by any means.

Naturally enough, the eyelids of the practised rider soon close partly when on the road, thus guarding the eye, but there is constant danger that the flickering of the lids may not be swift enough to keep out the dangerous substances, and at best they form but a partial protection, so long as the eye must remain open for a part of the time. When riding but short distances, or when riding with the wind, there is so little of ill effect to be felt that the rider naturally scorns the use of any protection, and trusts to nature to care for its own, but the trust had better not be carried too far.

Probably nine riders out of ten would refuse to employ any such hideous device as a pair of motorist's goggles while riding under ordinary conditions, simply because of their grotesque appearance and because of the savor of irrationality which is quite wrongfully supposed to go with them, yet, as a matter of fact, it were much better to go about disguised in a face mask with large round windows set in the front of it than to jeopardize so delicate a set of organs as those of sight.

It is by no means necessary to mask the whole face, however, as is frequently the case with the motorist, a simple covering for the eye being sufficient, and for this purpose a pair of pince nez, set with plain glasses or plano-cylindrical lenses, as the opticians call them, are quite all that is needed. A pair of such glasses can be made up by any optician at a nominal cost, and while they do not shield the eyes at the sides in the same way that full goggles do, they yet protect them from the direct impact of the dust and wind, which is more injurious than the mere pres-

ence of the dust in the eye, since it is directly conducive of the dangerous inflammation.

At first thought, it seems nothing short of silly for a man with perfect eyesight, or rather for one whose sight is perfect in so far as he is aware, to don a pair of "specks" just for the occasion of a bicycle ride; yet it is one of those little ounces of prevention which save their many pounds of cure, and are well worth their trouble in the end. To be sure, a man has but one life to live, yet, on the other hand, he has but one body in which to live it, and it behooves him to take the best care of that in order that he may have the full use of it throughout the whole length and breadth of the little span which is granted him.

### About Motorcycle Vibration.

Before the adoption of the pneumatic tire, the bicycle offered abundant scope for the designer of anti-vibration devices, and there was practically no end to the number of spring combinations evolved. Their application centered principally on the front fork of the wheel, but with the coming of the air-filled tire they were swept away, one and all of them. Probably it is safe to say that not a single one of the original creations—many of which were sufficiently weird conceptions to have been put down as the product of a disordered brain—survived the coming of the pneumatic tire, the spring rear fork and the spring seat post having come on the scene much later, and after anti-vibration enthusiasm on the part of a horde of inventors had entirely spent itself.

But since then the motor bicycle has become a factor, and here again there is a wide field for the inventor of spring combinations. Many have already been brought forward, and among them it is not difficult to recognize some that have been resurrected from the pre-pneumatic age. Among them are to be found spring forks galore—effort is centered upon this portion of the machine as before, spring handle bars and not a few other things which owe their only *raison d'être* to the fact that somewhere in their make up is incorporated a spring of some kind.

That there is more or less vibration present on the motor bicycle when under way is self evident, but that it is more apparent than real and is generally exaggerated those who use it well know. It has been demonstrated time and again that driving the pedal bicycle over a rough road at the aver-



age speed of the motor bicycle would be productive of considerably more vibration than the rider could endure for any length of time, but regardless of the speed there is an absence of vibration on the smooth road, and the same holds good to a very great extent with the motor bicycle. In either case the effect of striking an obstacle in the road when travelling at any speed is the same—the shock is transmitted to the frame of the machine and to the frame of the rider at the two points with which he is in contact with the machine, but principally through his hands and arms, for obvious reasons. Accordingly, every effort is made to alleviate the latter—to provide for the comfort of the rider.

This was all very well on the bicycle, for there was nothing else to consider, but on the motor bicycle it is just as essential that the engine should be protected from the road shocks as well as the rider; this is the practice in the case of everything else that runs on wheels, from the locomotive down, and particularly in the case of the automobile. On low powered motor bicycles it has been found sufficient to adopt spring forks; which, when supplemented by a well sprung saddle and tires of proper size, provide ample comfort for the rider, the springing effect of the tires being sufficient to take care of any shocks that might otherwise be transmitted to the mechanism, but with motorcycles of the type that approach a run-about in power the problem becomes more complicated. It would not seem to be good practice to mount such an engine on the same frame and in conjunction with the same spring devices that suffice for one of but a fraction of the power and still expect that the result will be satisfactory. Excessive power on a light foundation is bound to be productive of vibration that is certain to increase in extent as both the speed of the engine and the rate of travel increase.

#### Care of the Motor.

Appearances to the contrary notwithstanding, the mere fact that the motor runs perfectly well to-day is no indication that it will do as well to-morrow. That may hold in general with a steam engine, but it cannot be relied upon as a matter of certainty with the gasoline motor. This fact has caused many to charge the latter type of engine with being unreliable, which it is not by any means. The actual truth of the matter is that the gasoline motor is as reliable as any other prime mover, so long as it is given its proper amount of care.

Without its need of attention, however, it is quite apt to be erratic. For instance, if while on the road too much oil is fed to the cylinder, it may be that even though considerable carbon is deposited on the points of the spark plug, the very heat of the ignition keeps it in a state of incandescence and prevents its checking the spark, while after it has time to cool off it becomes a neat little bridge to carry the current across the gap and prevent the much needed spark from taking place. Or, on the other hand, the excess of oil may be simply thinned by the heat when the motor is working to such an extent that it will run off of the points and do no damage, while after it is cool it sticks there and forms a gum which insulates the contracts almost as effectively as would mica.

Thus, though the motor may have been running well at the time the machine is brought it from a long run, it will fail to work properly when it is taken out again, unless the plug has been seen to and the oil feed regulated to its proper amount. This is but a single one of several possible ways in which the gasoline engine may appear to be erratic in its working, while in reality it is simply bowing down to circumstances which it cannot overcome. Instead of being erratic, it is faithful in the extreme, but it is delicate, and must be given a proper opportunity to do its work or it will refuse duty until those conditions which have been violated are made good.

The amount of care which a well put together machine demands in the way of daily attention is comparatively slight. It is essential that the oil feed be regulated nicely to give just the needed amount of lubrication, and no more, and it is also essential that this same feed be shut off when the machine is brought in from a run and that the cylinders be flushed out with kerosene and the spark shut off—that is all. When starting out again it is essential that the oil be turned on as soon as the machine is running, in order that there shall be no chance of heating. By taking these very slight precautions, and at the same time keeping a close watch upon all parts to see that they are not weakening or getting out of adjustment, there is no reason—accidents which are the fault of circumstances, of course, being barred—that the machine should not prove even more uniform in its action than the much extolled steam engine, which, for all its trustworthiness, may give out at any time and requires at best expert attention, which the gasoline motor does not.

## CHADEAYNE NEAR ROCKIES

### Despite Dog Bites and Bumping Crossties he Makes Good Progress.

Potter, Neb., Feb. 13.—(By wire.)—Chadeayne arrived here to-night at 8 o'clock. Total mileage, 2,182 miles.

W. C. Chadeayne, the cross-continent motor-cyclist, is now in sight of the Rockies and already has begun to "bump crossties." He has left the bad weather behind him, however, and this has improved his going and raised his spirits immensely. On October 8th, however, something out of the usual occurred when, while repairing the idler of his Thomas, he was attacked by a dog and bitten three times. He had several spills in the sand that day and rode only 53 miles, putting up at Fremont, Neb.

On the 11th, he reached Grand Island, Neb., after a day spent in bumping the railroad crossties. A cold, piercing headwind served to add to the discomfort.

On the 12th, the thirtieth day out from New York, Chadeayne appears to have taken advantage of the full moon and to have ridden all night, as he reached North Platte, Neb., at 6 o'clock that morning with a record of 157 miles to his credit, bringing his total up to 2,059 miles. Generally speaking both the roads and the weather were fine.

#### Bicycles in the French Army.

Among the interesting experiments to be carried out during the French army manoeuvres in the East will be the employment as a complete unit of the cyclist battalion recently formed at Chalons. The idea is to find out whether it is possible to attach large bodies of cyclists as a highly mobile reserve to an army in the field, and to use them in combination with cavalry and artillery to check or frustrate an enveloping movement. General Langlois pointed out recently that at present only cavalry and artillery are capable of making such a movement with the necessary rapidity, and that their action, unsupported by bayonets, could not be sufficiently sustained to attain its object. He argues that the existence of good roads makes the use of strong cyclist corps in European warfare not only possible, but effective, and suggests that each field army should be provided with a mobile reserve consisting of five thousand cyclists, three thousand cavalry and thirty guns.

#### Cissac Creates New Motorcycle Records.

In Paris on September 20, Cissac, on a Peugeot, created new records from ten to one hundred kilometres, averaging better than 56½ miles an hour. His times follow: 61-5 miles, 6:41; 122-5 miles, 13:18; 18¾ miles, 20:58; 25 miles, 26:37; 31¼ miles, 33:19; 37 miles, 40 minutes flat; 43¾ miles, 46:41; 50 miles, 53:23; 56¼ miles, 1:00:04, and 62½ miles, 1:06:46.



## SMITH A RISING STAR

**Develops at Denver and Shows His Heels to Moran and MacLean.**

Before a crowd of several thousand spectators Erne W. Smith, of Denver, won the twenty-five mile motor paced race on the Colorado saucer on Sunday afternoon, 1st inst., to his own satisfaction and the unbounded delight of the assembled local "fans," defeating Hardy K. Downing, of San José, Cal., and James F. Moran, of Chelsea, Mass. The time was 37:48.

How much of Smith's victory was due to an accident that happened to Moran cannot be told, or even whether that accident contributed in any way to the victory. The Denver boy had been given a handicap of four laps, or half a mile, which on an eight lap is no mean advantage. Moran gained three laps on Smith early in the race, and when, during the fourteenth mile he tried to make the last lap, Smith called on Boyd, his pace-maker, for more speed and did some pretty riding on his own account. For two miles they rode abreast. Then the Denver rider began to steadily pull away from Moran, and at the time Moran's wheel went down had placed a gap of several yards between himself and the Massachusetts rider. Moran's accident occurred in the sixteenth mile, and was caused by a puncture. He fell heavily on the track, but was uninjured, except for a few minor cuts and bruises. Smith finished less than a lap ahead of Downing, and was liberally applauded for his clever victory, for it was the first paced race he had ever ridden.

Hugh MacLean, of Chelsea, attempted to lower the record of 1:18 for the mile—at least he calls his best time for the distance a record—but could not better his performance on a Boston track. The mile was made in 1:19 2-5.

The one-mile handicap for amateurs was one of the most exciting events of the afternoon, and was captured by J. Spring, who rode from the 175-yard mark. The only scratch man to qualify was J. A. McGraw, who had crossed the tape first in his heat, but who did not come in for a prize in the final. F. Starbird, 40 yards, finished second, and G. P. Stone, from the same mark, followed him across the line. Time, 2:08.

Charles Turville won the two-mile event for pacing machines, beating out by a safe margin William Saunders and a local light named Hunter. Time, 2:36 3-5. Summaries:

One mile, handicap, amateur—First heat—J. Spring (175 yards), first; G. P. Stone (40 yards), second; E. Cobb (50 yards), third. Time, 2:12. Second heat—J. A. McGraw (scratch), first; F. Starbird (40 yards), second; J. Allen (125 yards), third. Time, 2:13. Final heat—Spring, first; Starbird, second; Stone, third. Time, 2:08.

One mile, motor paced, against time—Hugh

MacLean, of Chelsea, Mass. Time by laps, 0:10, 0:19 4-5, 0:29 2-5, 0:39 2-5, 0:49, 0:59, 1:09 1-5, 1:19 2-5.

Twenty-five mile, motor paced, professional—Erne W. Smith (half-mile), first; Hardy Downing (scratch), second. Time—First mile, 1:29 4-5; second, 2:58 2-5; fifth, 7:22; tenth, 14:35; fifteenth, 21:40; twentieth, 29; twenty-fifth, 37:43.

Two miles, motorcycle—Clem Turville, first; Wm. Saunders, second; Hunter, third. Time by miles, 1:17 2-5, 2:36 2-5.

Cold, chilling blasts at Denver, Col., last Sunday, 8th inst., took all the vim out of the races at the saucer track, so that they did not approach the standard set by the two preceding Sunday meets. The wind also kept down the attendance, only about half of the usual number of spectators being in the seats. Interest was taken out of the races, too, by young Boyd not being allowed to use his motorcycle on which he has made all of his best races. Just why the officials placed a ban on Boyd's 110-pound stock machine is not known. Any way, Boyd was put a-straddle a heavy pacing machine that he knew little or nothing of its manipulation, and the result can easily be imagined.

Evidently the frost reached the pedal extremities of the "simon pures," for not one of them responded to the line-up call, and so the amateur event was scratched. The sprint races between Walter Bardgett and "Hard-egg" Downing were not up to standard—neither rider worked his legs fast enough to keep the blood circulating in their veins. Downing won the first heat of the mile match race without exertion. The time was 2:21. The second heat also went to Downing in 2:22, Bardgett apparently letting him keep to the front in order to get the races over with as soon as possible.

Although Hugh MacLean won the twenty-five mile motor paced race, James F. Moran, his fellow townsman, racing partner and "sharer" in the fortunes of racing, received a setback at the hands of the newly found star, Erne W. Smith, of Denver.

Smith was such an easy proposition—it would have been a shame to blast his hopes by beating him too bad. So Mr. MacLean and Mr. Moran—James is his first name—decided to give Mr. Smith a handicap, a mere trifle of half a mile, and then show him how Boston trained riders burn up the boards. The story can be told in a very few words MacLean overcame the handicap, but Smith, who certainly shows earmarks of ability, was able to fight Moran off. The time was 36:37.

The five-mile motorcycle was won by Charles Turville in 6:35; G. R. Boyd finished a bad second. Summaries:

One-mile match, professional, between Walter Bardgett, of Buffalo, and Hardy K. Downing, of San José—First heat—Downing, first; Bardgett, second. Time, 2:21. Second heat—Downing, first; Bardgett, second. Time, 2:22.

Twenty-five mile motor paced, professional—Hugh MacLean, Chelsea, Mass., first; Erne W. Smith, Denver, Col., second; James F. Moran, Chelsea, Mass., third. Time, 36:37.

Five miles, motorcycle—Charles Turville, Boston, first; G. R. Boyd, Denver, second. Time, 6:35.

### Paris's Picturesque "Tondeur."

Of all the more or less odd sights that attract the tourist in Paris, there are few more picturesque than that of the "tondeur," or dog clipper, pursuing his vocation. Unfortunately for the majority of those who flit through the French capital on the "follow the man from Cook's" plan, this particular tonsorial artist carries on his operations along the banks of the Seine, a spot not much frequented by strangers. Here a large part of the daily life of the bourgeoisie goes on, but neither the washwoman, half up to their waists in the river, hammering the clothes on a convenient slab of stone, regardless of the consequence to the buttons; the horses being treated to their daily bath, or the surreptitious plunges of the occasional bather in the "altogether" are apt to afford half the amusement to be derived from watching the operations of the dog shaver.

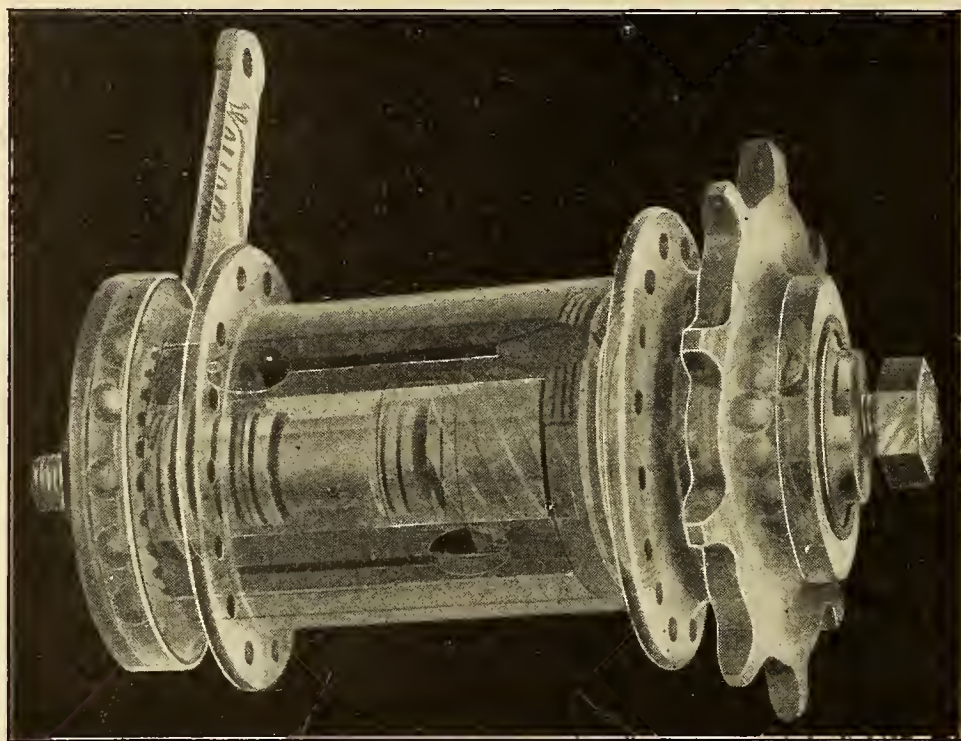
Attention will naturally centre at first in his somewhat elaborate apparatus. Mounted on a little covered cart of evident home made origin, supported on two bicycle wheels of the vintage of some years back, and now entirely innocent of tires, is a motorcycle engine of probably three horsepower. It is of the usual air cooled type, and so small that it could be readily carried off under the arm, so that the motive power complete, including gasoline tank, battery and coil, occupies very little space. The rest of it is given over to a shearing machine, which is driven by a belt directly from the motor. From the former a flexible shaft transmits the power to the shearer, who manipulates the clipper over the victim while an assistant holds him.

In the summer months the "tondeur" does a brisk trade, for the custom of keeping a dog shaved during the hot weather is very general throughout France. Then, of course, the wellbred French poodle is kept shaved almost as closely as his owner, and it is an interesting sight to watch his dogship held firmly between the knees of the assistant while the cutters make his fur fly. He submits to the operation with more or less patience, according to his age, for naturally the young dog is not only frisky, but unsophisticated, and regards the designs of the shaver with considerable alarm the first time, though use soon brings tranquility to the animal's mind regarding the outcome of the process. Skilfully the "tondeur" does his work, leaving the bracelets around the paws, the tuft at the end of the tail and the velvety muzzle adorned with a veritable moustache.

Lowell has another claim to being the model city in Massachusetts. Thus far this season not a motorcyclist or automobilist has been arrested for excessive speeding within the confines of that city.



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## KRAMER ON NATIVE HEATH

### The Champion Performs for the Delectation of Homefolk and Trounces Munroe.

When they met "Bennie" Monroe, the six-day rider, of Memphis, Tenn., found Champion Frank L. Kramer a much harder proposition than he has been finding the country fair ponies against which he has been pitting himself. They came together at Evansville, Ind., in two motor paced races last Sunday afternoon, 8th inst. Each season, after winding up the Eastern season, Kramer spends several months in Evansville, where his parents reside. More to give the five times champion an opportunity to go through his paces before the home folks than for anything else, the meet, which was held on the Tri-State fair dirt track, was arranged between Kramer and Munroe.

The only unusual incident of the race was that Kramer rode behind motor pace. This, no doubt, was done to give Munroe a semblance of a chance. Kramer won both heats with ridiculous ease. The first was at a half mile, and Kramer covered the distance in 1:08. The time of the second heat, one mile, was 2:12 $\frac{3}{4}$ . Later Kramer rode a mile exhibition behind pace in 2:13. To lengthen the programme Munroe rode five miles, paced, against time. The time was 11:39 $\frac{3}{4}$ .

The amateur bicycle race at one-half mile was in reality the most exciting event on the card. It was a four-man match race, best two in three heats. In the first Roy Brown led Ole Flagler, Lawrence Hobbs and Ernest Gest across the tape in a blanket finish. Flagler won the second heat by inches from Brown, while Hobbs and Gest finished again, respectively, third and fourth. As Brown and Flagler had each won a heat they rode alone for the final, and by unwinding a pretty sprint on the straight Brown crossed the tape a length to the good, winning the heat and race.

An open motorcycle event concluded the programme. This was won by Samuel Troger, who finished first in two heats. Otto Geiss was second and James Jennings third. This Sunday, 15th inst., Munroe will ride fifty miles against time, behind pace, while Kramer also will doubtless exhibit himself. The summary of last Sunday's events follow:

Half-mile open, amateur—First heat—Roy Brown, first; Ole Flagler, second; Ernest Gest, third; Lawrence Hobbs, fourth. Time, 1:15. Second heat—Ole Flagler, first; Roy Brown, second; Ernest Gest, third; Lawrence Hobbs, fourth. Time, 1:1. Third heat—Roy Brown, first; Ole Flagler, second. Time, 1:20.

Motor paced match race between Frank L. Kramer, of East Orange, N. J., and Ben Munroe, of Memphis, Tenn.—First heat, half mile, won by Kramer. Time, 1:08. Second

heat (one mile) won by Kramer. Time, 2:12 $\frac{3}{4}$ .

One-mile motor paced exhibition—Frank L. Kramer. Time, 2:13.

Five-mile motor paced exhibition—Ben Munroe. Time by miles, 2:17, 4:45, 7:00, 9:17, 11:39 $\frac{3}{4}$ .

One-mile motor bicycle—First heat—Otto Geiss, first; Sam Troger, second; James Jennings, third. Time, 1:46. Second heat—Sam Troger, first; Otto Geiss, second; James Jennings, third. Time, 1:44. Third heat—Sam Troger, first; Otto Geiss, second. Time, 1:43

### The Pope as a Cycling Patron.

The head of the Roman Catholic Church has permitted cycle racing in the gardens of his wonderful palace at Rome, a radical divergence from old established precedent that may be taken as an acknowledgment of the usefulness of the bicycle. The permission had been extended for the occasion of the gathering of a great Italian amateur sport organization which will take place at Rome, with which many cycling clubs are affiliated. The programme of the gathering consists mostly of cycle and running races, and the Pope has not only permitted these races to take place in the gardens of the Vatican, but he has also promised to present the prizes to the winners. He will be present during the final events, and some wonderful pieces of art have been promised by him as surprises for those acquitting themselves best. The attitude of the Pope contrasts well with that of many clergymen who seem still to consider the cycle as something pernicious and outside the ken of the churches. The Vatican has hitherto never opened its doors to sport of any kind; that cycling should be one of the sports chosen for breaking through this rule must be gratifying to all cycling enthusiasts.

### Once Famous Event is Revived.

Efforts on the part of the Stroud, Century and Atlantic Wheelmen, respectively of Philadelphia, Pa.; Camden and Atlantic City, N. J., to renew the once famous Camden-Atlantic City record run, have met with such success that it has been definitely decided on. It will be held on Sunday, October 29, the limit men, who will have a handicap of two hours, starting from the City Hall, Camden, at precisely 7:30 a. m. The course will be partly over the famous White Horse pike, finishing on the new meadow boulevard, and the roads are level and unquestionably good. A large number of New York and New Jersey riders have already sent in their entry blanks, and it is expected fully two hundred riders will breast the tape for the start on the morning of the 22d. Naturally, a large string of prizes has been hung up, both place and time. The committee who are managing the event are composed as follows: Stroud Wheelmen, Frank Shaw, W. R. Stroud and James Phillips; Century Wheelmen, Benj. McNeely, C. C. Albertson and H. Erdman; Atlantic Wheelmen, George W. Robb, Charles Van Doren and Ed. Broomfield.

## TIGERS CAVORT ON TRACK

### Seeking to Select a Champion, they Conduct also a Pistol-Popping Novelty Race.

On Sunday last, 8th inst., several hundred spectators sat in a rickety grandstand and watched a score or more riders sprint around a one-mile dirt track, smoothness of surface certainly not being one of its virtues, on the Smith Hotel property at Valley Stream, Long Island. It was the occasion of the second race meet of the series now being held by the Tiger Wheelmen of New York City, to decide the club championship for the year 1905. The rider scoring the most points at the conclusion of the series has the honor of having his name inscribed on the handsome trophy, possession of which is striven for annually by the riding members of the organization.

The meet was conducted in true championship style, the races being decided by trial, semi-final and final heats. The first event was a one mile open, and C. P. Soulier, H. Johnson, G. B. Hunter, Urban M. Donald, Al. Judge, P. J. Baum, Henry Vanden Dries, F. Morin and Chris. Kind survived. The distance in the semi-final heats was made one-half mile. H. Johnson won the first, after a sprint with G. B. Hunter, and in the second McDonald and Vanden Dries qualified. These four riders lined up for the final heat and alternated pace for three laps. Vanden Dries beat out McDonald in the sprint for the tape and Johnson finished third. Hunter trailed fourth. Time, 3:20.

G. B. Hunter, H. Johnson, C. P. Soulier, U. McDonald, P. J. Baum, Charles Martin, Henry Vanden Dries, F. Morin and F. Zapke scored in the trial heats of the two-mile open. The first semi-final heat went to Charles Martin, with G. B. Hunter second. McDonald crossed the tape first in the second, with Vanden Dries second. In the final heat the order of the finish in the previous race was reversed, McDonald beating Vanden Dries to the tape. Time, 6 10 2-5. Martin finished third and Hunter fourth.

The novelty race was one of the features of the tri-race meet. The next to the last rider at the end of each lap was counted out of the running and this unusual "miss and out" event was the means of some clever jockeying, to the no small amusement of rider and spectators alike. At frequent intervals a pistol was fired; then the first man over the tape won one of the lap prizes. Hunter scored one by outsprinting McDonald by inches and the latter rider "copped" the other three with apparent ease. When but four riders were left, these rode one mile to the finish. McDonald showed his staying powers, and aided by a good sprint crossed the tape with a wet sail, Judge being noticed some thirty yards back—Morin trailed Judge by fifteen yards, and Soulier finished fourth. The distance was two and



one-half miles, and the e 7:40. Summaries:

One mile open—First heat—C. P. Soulier, first; H. Johnson, second; G. B. Hunter, third. Time, 3:04 1-5. Second heat—Urbain McDonald, first; Al. Judge, second; P. J. Baum, third. Time, 3:03. Third heat—Henry Van der Dries, first; F. Morin, second; Chris. Kind, third. Time, 3:02. Semi-final heats at half-mile—First—H. Johnson, first; G. B. Hunter, second. Time, 1:20 3-5. Second—Urbain McDonald, first; Henry Van den Dries, second. Time, 1:24 1-5. Final heat—Henry Vanden Dries, first; Urbain McDonald, second; H. Johnson, third; G. B. Hunter, fourth. Time, 3:20 2-5.

Two mile open—First heat—G. B. Hunter, first; H. Johnson, second; C. P. Soulier, third. Time, 7:45. Second heat—U. McDonald, first; P. J. Baum, second; Charles Martin, third. Time, 6:41. Third heat—Henry Vanden Dries, first; F. Morin, second; F. Zapke, third. Time, not given. First semi-final heat (half-mile)—Charles Martin, first; G. B. Hunter, second. Time, 1:24. Second semi-final heat (half-mile)—U. McDonald, first; H. Vanden Dries, second. Time, 1:20 1-5. Final heat—McDonald, first; Vanden Dries, second; Martin, third; Hunter, fourth. Time, 6:10 2-5.

Novelty race—Urbain McDonald, first; Al. Judge, second; F. Morin, third; C. P. Soulier, fourth. Time, 7:40. Distance, 2½ miles. Lap prize winners—McDonald (3), Hunter (1).

The score in the championship point table is as follows: Urbain McDonald (59), G. B. Hunter (40), H. Johnson (36), F. Morin (32), C. P. Soulier (32), Peter J. Baum (26), Al. Judge (24), H. Vanden Dries (19), F. Zapka (18), Chris. Kind (12), Charles Martin (12).

#### Cox Trims Kellogg at Danbury,

Eight men started in the five-mile open motorcycle race, which was not the least interesting feature of "automobile day" at the annual agricultural fair at Danbury, Conn., on Wednesday, 4th inst.—in fact, it was the sole redeeming feature of the afternoon. After the third mile the race developed in a neck and neck struggle for supremacy between James F. Cox, Jr., of New Haven, and Stanley T. Kellogg, of Bridgeport, both of whom rode 1¾ horsepower Indians. Cox finally won out with nearly half a lap to spare. The time was 7:04.

#### New Trick of the Cycle Thief.

It is hard to keep pace with the various devices of the thieving fraternity for possessing themselves of cycles which do not belong to them, says the Scottish Cyclist. Northampton has provided the latest instance. Late at night a man called at a local cycle agent's, and, representing himself to be a police officer in a hurry to follow a thief, obtained the loan of a bicycle. He was afterward traced and the machine recovered, the man being committed for trial on this and other charges.

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## OMAHA AWAKENS

### Motorcyclists Promote a Meet and Share Honors with their Motorless Brethern.

Although a heavy track greatly handicapped, the riders in negotiating the turns and prevented any record breaking performances, the first race meet held by the Omaha (Neb.) Motorcycle Club on Sunday, 1st inst., was a decided success. Over one thousand persons witnessed the events, all of which were well filled and the finishes of the hair raising variety. The meet was held on the Sprague Park track, and, although the meet was for motorcycles and promoted by gasoline deciples, several bicycle events were carded.

The first event, a one-mile open for motorcycles, went to Louis Flescher, who won out in a beautiful finish from A. H. Flint and Walter Bell. Time, 1:38. Flint finished first in the three-mile open, leading J. P. Johnson across the finish line by several lengths. W. S. Greenleaf finished third.

Fletcher started from scratch in the five-mile handicap, and barely overhauled H. Mundlin, one-eighth miles, before nearing the mark. W. E. Dewey, from the three-eighths post, trailed in third. The other starters were W. S. Greenleaf, Walter Bell, A. H. Flint, J. O. Johnson and E. N. Penn. Time, 7:19.

The Omaha organization also ran a "State championship" event for motorcycles at ten miles, and Fletcher again showed the way to his competitors. J. Weinstein finished second. Time, 15:38. Also ran—Walter Bell, Henry Munalin and A. H. Flint. Later Flint set up a "State record" of 1:13¾ for the mile.

The bicycle events were well worth the time they occupied, and were productive of good sprints. W. Hamilton won the mile open, after a series of spasmodic sprints against A. Greeson. J. S. Watson had a lively scramble for third prize. Time, 2:53.

The State championship and the gold medal that goes with it was won by Clarence Cook, of Lincoln, who was immediately challenged by Ed. Snow, one of the also rans. The race will probably be run some time next month.

Seventeen riders started in the two-mile handicap, which went to W. Hamilton, with W. E. Dewey second. A. Greeson finished third. Time, 4:56. Summaries:

One mile, open, bicycle—W. Hamilton, first; A. Greeson, second; B. S. Williams, third; J. S. Watson, fourth. Time, 2:53.

One mile, open, motorcycle—L. Flescher, first; A. H. Flint, second; Walter Bell, third. Time, 1:38.

Three miles, open, bicycle, for State championship—Clarence Cook, first. Time not given. Also ran—Frank Turner, W. E. Dewey, P. Heironymous, C. H. Sothmann, Walter Bell and Walter Riggs.

Three miles, open, motorcycle—A. H. Flint,

first; J. P. Johnson, second; W. S. Greenleaf, third. Time not given.

Five miles, handicap, motorcycle—L. Flescher (scratch), first; H. Mundlin (220 yards), second; W. E. Dewey (660 yards), third. Time, 7:19. Also ran—W. S. Greenleaf, Walter Bell, A. H. Flint, J. P. Johnson and E. N. Penn.

Two miles, handicap, bicycle—W. Hamilton, first; W. E. Dewey, second; A. Greeson, third. Time, 4:56.

Ten miles, open, motorcycle, for State championship—Louis Flescher, first. Time, 15:38. Also ran—Walter Bell, Henry Mundlin and A. H. Flint.

One mile against time, motorcycle—A. H. Flint. Time, 1:13¾.

### What Comes of Reckless Motorcycling.

What might have proved a fatal accident in the case of both of two prominent devotees of the motor bicycle who owe allegiance to the Kaiser and claim a residence in his capital affords an excellent illustration of the necessity of keeping a sharp lookout when on an unfamiliar road. While going toward Magdeburg, Germany, Otto Lueders and Alwin Boldt did not think it worth while to slow up where it was necessary to cross a drawbridge across the Havel at Werder, the approach to which is completely screened by dense foliage. Tearing along at full speed they rounded the curve in the approach, and, when within a few yards of the bridge, found that it was open in order to allow a barge to pass. Lueders, who was first, succeeded in coming to a stop within a few inches of the edge, but his companion was less fortunate, rider and machine going into the river at high speed. Being a good swimmer, however, he had no difficulty in reaching the bank, and later recovered the machine as well. With a delay of but a few hours both were able to resume the journey.

### Damage Done by an Old Wheel.

Some one on a bicycle came to grief the other evening in the vicinity of Tuxedo Park, near St. Louis, and, being more or less disgruntled, left a broken wheel on the car tracks where it fell and went away. Soon afterward came a trolley car, which shied at the wheel and ploughed some fifty or sixty feet along in the roadway. Came also about the same time Frank Vincent and Mrs. Frank Vincent, with a couple of friends and a little child. The car struck the surrey in which they were riding, totally demolishing it and seriously injuring the horses. The occupants of the carriage were thrown out and badly scared, though not hurt. The trolley car escaped unscathed.

### To Lessen Punctures in Amesbury.

Hereafter Amesbury (Mass.) merchants will have to open their boxes some place other than on the sidewalks. Cyclists and automobilists have complained to the police department that the merchants open the boxes and then throw the nails into the street, wreaking damage to tires. Officer Moison has been detailed on the case.



## RICHNESS OF JERSEY MUD

### Why it Caused This old Cyclist to Remember his Last Long Ride.

"Talking of mud! Is there any State in the whole union that can supply a duplicate of the article afforded by Jersey?" asked one of a group of old time cyclists in a tone that manifested disgust of no uncertain degree. "Of all the gluey, pasty and nasty combinations ever compounded, Jersey mud is a prime in every instance. Never in all my cycling experience have I come across anything that sticks so close once it gets there, and it sticks to everything it comes in contact with. Take a gob of it from between the spokes of your wheel and try to fling it off in order to repeat the operation, and ten to one it will refuse to budge until you get exasperated and give the stick an extra fling, and then it flies off and either pastes you in the face or lands on your clothes. Then you try scraping it off your person with your fingers and it sticks to them with equal fondness and impartiality. You try to fling it off your fingers and only succeed in further distributing it over your clothes. More than once I have taken what you might call a semi-bath in order to get rid of a coat of Jersey mud. And the weight of it!

"I haven't joined any fisherman's club lately, but I would like to go on record as stating that on one occasion at least, myself and my riding partner had fully ten pounds of that yellow physical culture gluten distributed over each of our wheels, not to speak of ourselves. And the place we got it was on one of the oldest roads in the country—one that was well travelled before the bicycle was dreamt of. The old post road from Perth Amboy to Philadelphia. I have made that trip enough times to know almost every turn in the road blindfolded, and with the exception of one stretch there was then (1897) no better two hundred mile tour open to the cyclist than an excursion to Philadelphia and return, which could be made easily in two days.

"North of New Brunswick the road was all macadam and beyond reproach, but south of it, in spite of the fact that that particular stretch had seen more than two centuries of constant use, it was then still a dirt road; dusty in dry weather and pasty in wet. It continued that way for all of six or eight miles, more or less, up to within a mile or two north of Princeton, where macadam began again. But for five miles or so after leaving New Brunswick it was never so bad, for no matter how deep the road itself happened to be covered with the ooze that held one like sticky paper does a fly, there was a fair side path for that distance. But then there was a right angled turn to the left and the road dipped down quite a grade. It was not only so narrow, but so lined with round boulders about the size of a man's head that if it happened to be muddy there

was simply no riding that stretch at all. The walking was far from good, but that, and toting the wheel in the bargain, was the best way to make time over that stretch of about a mile. That patch was one of the L. A. W.'s pet aversions. I think more photographs were taken and published of that particular stretch of road than any other of equal length anywhere in the country. And it deserved it all right.

"I had several experiences with it, but one trip capped the climax, and that was my last ride to Philadelphia and back, if not my last long ride of any kind on the bicycle. It was a pity that such a blot should have been allowed to remain on what was without exception one of the most delightful rides open to the tourist who had but two

The funny part of it was that it almost gave them a fit when we told them we were out to make Philadelphia and back in sixty hours just as a tour, and they were putting a century or two to their credit every week, and most of it at the rate of twenty miles an hour, for they only allowed themselves about twenty-five minutes to make the distance in the morning, although I think their record for the trip one way was something like fourteen minutes. That was going, of course, for the return trip in the evening included considerable up hill, and it surprised them the way we stuck to their rear wheel over the rises.

"Another quarter hour's riding after leaving the tandemites brought us to the little ferry house in Tottenville, and we found that we had done the sixteen miles in considerably less than the hour, which we considered good travelling. It was the ability to hold a pace of fifteen miles an hour all day long without feeling it in the slightest that made such rides as the trip to Philadelphia such an agreeable variation from the routine of afternoon and Sunday trips that we were otherwise limited to. The prevalent idea in such cases was always to get there, making the highest possible rate of speed every foot of the way—the same mania now seems to possess many motorcyclists—probably they are graduates of the former pedal pushing crowd that was never content unless scorching.

"The stretch out of Perth Amboy to Metuchen was not an inviting one, but it was even then undergoing improvement, and any objection to it has long since vanished. Once at Metuchen the rest of the way to New Brunswick, with the exception of the few blocks in the city itself that were of the cobble type that was in its prime more than a quarter of a century back, the road is excellent. We made the town early in the evening, and as we were not out for records, put up there for the night. It was the night before Memorial Day, which usually marked the formal opening of the season by the clubs, and as it came on Monday that year, there was practically a two and a half day holiday in which to take a trip. It seemed to us that every association within riding distance of that town had decided to put up there too, every hotel in the place was overrun with cyclists and we had considerable difficulty in finding accommodations, finally having to compromise on a lodging of rather low degree.

"From New Brunswick to Princeton is the worst stretch on the New York to Philadelphia trip, but up to the bad spot referred to we used a side path. The spot was not at its worst by any means, there not having been an excess of rain, but such as it was there was sufficient to plaster us up in good style, besides threatening some bad falls over the round boulders. Princeton merely stretches along on each side of its one main street for a mile or less, and we went right through, but stopped just the other side at a



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or three days at his command. On the particular occasion referred to, we left New York Saturday afternoon, making the 2 p. m. boat for St. George's, Staten Island. There are few better spots around the metropolis for the cyclist than the island, every foot of every road on it, it seems to me, was good, and there were few rises in it that rendered a dismount necessary on the part of a rider who was in fair trim. Just enough up and down about it to relieve the monotony. It's an even sixteen miles diagonally across from St. George's to Tottenville, and we were hitting a good pace in order to make the ferry to Perth Amboy, which only runs hourly. We hadn't got more than a quarter of the way across when a big pair on a tandem went by us as if we were anchored, but we chirked up and held them—soon got into conversation with them, in fact. They were what you might call bicycle commuters. Worked in the city and lived out in the middle of Staten Island, using the tandem to cover the eight or nine miles that separated them from the ferry,



public pump and treated each other to a scrape and a semi-bath. It was well we did so, for the road from there on was pretty dusty, and we would have been sealed in.

"We made the rest of the trip without incident, arrived in Philadelphia early in the afternoon, rode around the town for an hour or so, which means that we followed the parade up and down the length of Broad street and out to Fairmount Park with the street corner 'peelers' waving those sawed-off billiard cue sticks of theirs at us for not keeping well over to the right. At that time the 'cop' took up his stand in the street at a point which marked the outside limit to which the cyclist was permitted. You had to ride between the Quaker City minion of the law and the curb or have the stick shaken at you. After getting tired of the pastime, we had dinner and headed back again, making Bristol, a little Pennsylvania town on the Delaware River, about 9, and put up there for the night. Everything looked clear and serene, and we had no thought of trouble on the morrow. If we hadn't slept so soundly we would have heard the hammering on the tin roof, for when we came down to breakfast the next morning the hotelkeeper's first remark was to the effect that the dust wouldn't trouble us much that day, to which he added that it had been raining that way steadily for about seven hours. 'That way' meant in a solid sheet, without the faintest sign of letting up. We had breakfast and then sat out on the balcony and gloomily watched it pour down unceasingly. As conditions were then it was useless even to try to make the railroad station. But at the end of an hour or so it stopped and like magic the clouds disappeared, leaving as fine a day for riding as one could wish—that is, overhead.

"We gave up all idea of railroading it home and set out, together with other who had been stormbound, about eight in all. That is where the macadam road has everything beaten; there's nothing to equal it in shedding water. We had no trouble at all, and north of Trenton the road was ideal—dry without dust. It was with some misgiving that we approached the bad spot, and our worst fears were confirmed. We foolishly tried to ride it, but didn't get more than half a block before all of us were hopelessly mired, and in some cases the services of two were necessary to release the wheel from where it stood upright in the ooze. Each wheel acquired anywhere from five to ten pounds additional weight in the process, and after having relieved them of as much of this as possible, we started off again, this time pushing, which soon proved no better, and then we shouldered our mounts and walked, stepping from stone to stone as if fording a stream. We were all in good spirits and made light of it, in spite of the fact that we spent fully three-quarters of an hour cleaning the muck off one another and the wheels at a pump just the other side of New Brunswick, but no more Jersey 'goo' in mine for all that."

### New Job for Professional Cyclists.

"Scout and patrol" duty on the roads leading out of London is the latest duty undertaken by English racing "pros." A number of them have been employed by the committee of the Automobile Association that is carrying on a campaign against police persecution in the "tight little isle." As its name signifies, the patrol has a regular "beat," or stretch of road, to cover, the rider's chief duty being the discovery of police traps, but their duties also include the observance and report of any incident of interest, the offer of assistance to automobilists who have broken down, the warning of all drivers who are going too fast, and the collection of the numbers of cars and names of witnesses in the event of collisions with the police. The patrols are apparently just the common garden variety of cyclist, but the scouts are recruited from the professional racing class.

It is their business to find the police traps; also to keep in touch with the patrols and convey warnings and information to the drivers with all speed. Immediately the news of a police trap is brought in by the patrol a pair of scouts is sent out. They approach the spot and by carefully searching for footprints are enabled to locate the probable position of the trap. They then make a detour and get behind the position, and more than likely are rewarded with the sight of two bulky policemen crouching in undignified attitudes at the distance of a furlong from each other. A plain clothes man will probably be in evidence along the road, wearing a pantomime beard, a smock frock and regulation boots, which he struggles to hide. Then the scouts dart away, one in each direction, and warn all approaching cars. The scouts do not give the plain clothes man on the bicycle a chance. They easily pierce his disguise and cling to him to watch his every movement.

### McEnerney Retires from the Ranks.

C. L. McEnerney has resigned as chairman of the racing board of the California Associated Cyclists, giving as his reason that he would rather take an unofficial part in California racing affairs hereafter. McEnerney, who is known to every cyclist west of the Rockies, has taken an active part in bicycle matters on the Pacific Coast for the past twenty years. Since 1898 he has been prominently identified with the racing game in California and for the past four years has held the office of chairman of the Racing and Records Committee of the California Associated Cyclists.

McEnerney is known as the strictest racing official who ever sat in the chair. No officer of the association since its organization has devoted more time and energy for its welfare than McEnerney, and it will be no easy task to find a successor of the veteran wheelman, who will be as untiring in his efforts to run off the different contests during the season on a strictly amateur basis and to the letter of the racing rules. Mc-

Enerney was also president of the California Cycling Club for the past year and a half and was the organizer and first major of the Yerba Buena Cyclers.

### Tire Patch vs. Ball Bearing Yarn.

Anent the revival of the ancient ball bearing yarn reprinted in last week's *Bicycling World*, Cycling suggests the following as a good team mate:

"Traffic was suspended for several hours yesterday evening on the North-Western owing to the inability of the Scotch express to proceed at a point between Harrow and Pinner. It appears that a cyclist who was mending a puncture close to the railway bank had deposited a small rubber patch on a stone near by, and was finishing his pipe when a gust of wind blew the patch (which by this time had become tacky and was curling up) on to the railway. Part of the sticky surface of the rubber adhered to the line just as the Scotch train came thundering along. The powerful driving wheel of the big bogie locomotive caught the exposed portion of the patch full on the tread, and despite the momentum of the heavy train and the utmost efforts of the stoker—who got quite hot with shovelling coal—the train was held up until a tin of kerosene was obtained from an oil shop in Pinner. No lives were lost, but several of the passengers complained of shock, and the permanent way was severely strained. In future the wheels of the engines will be treated with French chalk at Euston, Rugby, Crewe, Carlisle, Edinburgh, etc."

### The Bicycle Cop and His Dog.

William Bellm is a policeman, and is paid to run down lawbreakers in far off Hackensack, N. J. Bellm owns a ferocious brindle bulldog, and likewise a new bicycle—that is, he did until one day last week. On this particular day Bellm had been riding around town, and the day wore on without him unearthing a single clew. Feeling fatigued and dusty, he decided to go home for a few minutes with the good "frau and childer." He stood his new wheel on the veranda and said:

"Now, Romeo (this to the fifty-pound brindle attached to the porch pillar), watch my bicycle!"

Ten minutes later Bellm thought it time to report to his chief, and emerged from the doorway. His cherished wheel was nowhere in sight, and Romeo, faithful watchdog, was peacefully slumbering in the same spot. After searching the neighborhood for his stolen mount, but without success, Policeman Bellm returned to the house and gave Romeo three kicks in the ribs.

### Here's an Austrian Mouthful.

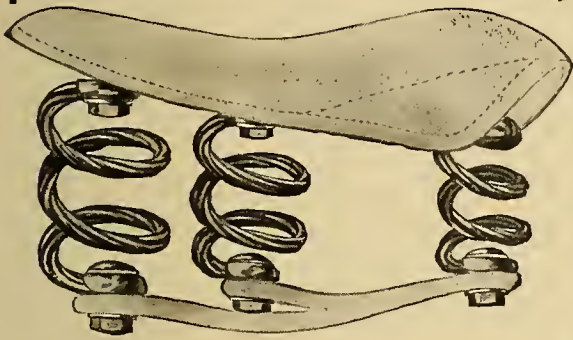
"Erledigungshescheimigung" is not a new swear word or a patent breakfast food. It is the simple Austrian way of describing the certificate for which a cyclist must apply in order to wheel out of the country as a bona fide tourist.



## The Artist (?)

Who made this picture, when last seen was headed for the North woods, and the dust was curling up behind him as if he were a racing automobile. Our Catalogue Editor was only three hills behind and had a sand-bag in his right hand. The cut is the worst we have ever seen. But

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### Justice of the British Brand.

That good old query, "When is a motor bicycle not a motor bicycle?" is revived by a disgruntled motorcyclist who fell a victim to the British "bobby's" penchant for enforcing the law to the letter when it concerns anything that has a motor on it. The offender in question was riding his mount minus belt and without any fuel in the tank, and his violation of the law consisted in not having the usual identification plate attached. His defence was that the law only applied to the complete motorcycle in running order, and although this stand has been upheld by other courts in the kingdom, it was not considered, and the result was a fine, which, with costs, totalled \$3.75. The gravity of his offence may be gauged from the fact that a common disturber of the peace who had been using the buckle end of an army belt on an enemy, to the latter's not inconsiderable injury, was only fined the same amount without costs.

### Fate of the Old Frames.

Where are the many tandems, triplets and quads that were the property of private owners in many instances and that likewise graced road and track meets? Wonder is frequently expressed as to what has become of these machines, for certainly they are now very much a thing of the past—a relic of a bygone day. A foreign cyclist can account for at least one quad, which he came across in a rural district of England. It had descended very low in the scale, and now forms part of a patchwork fence—that is, the frame of it does. It is bound with bale wire to a couple of stout posts, and, judging from its sadly rusted state, it had occupied that lowly position for some time. Probably the history of this ancient relic from the day of its prime, when it aided in the establishment of world records, down through varying stages to its present humble, if useful, position, would be interesting.

### Corsica as a Touring Ground.

Even Corsica, the birthplace of Napoleon, has been conquered by the tourist a-wheel. Its charms were rediscovered by a Frenchman who, in corresponding with a French paper, says "that he found the country somewhat too hilly for comfort on the bicycle except for the most experienced cyclist, but that it would be perfection for the motorcyclist. There are no annoyances with the custom house, the roads are all that could be desired by the most exacting, the scenery magnificent and varied—mountain, sea and pastoral—the inhabitants extremely hospitable and the inns incredibly cheap." If there be any drawbacks, he does not think it worth while evidently to dwell upon them.

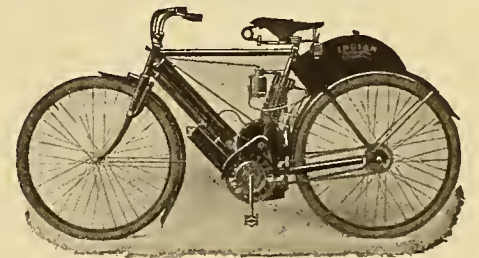
On account of the century run of the Century Road Club Association, the fifteen-mile handicap road race of the Tiger Wheelmen, scheduled for Sunday afternoon, 15th inst., has been postponed to the following Sunday, October 22. It will be held at Valley Stream, L. I., starting from West's Hotel.

Of course, the

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**TWO** Second Hand Indian Motorcycles, guaranteed; perfect condition; new bushings—all improvements; \$125.00 each. New Model A Columbia, \$125.00. New 1904 Rambler, \$150.00. Four H. P. Mitchell, \$75.00. **F. A. BAKER & CO.**, 1080-82 Bedford Ave., Brooklyn; 20 Warren St., New York.

A snap, 1904 Indian, fine condition, tires good as new, \$80.00. Must sell at once. **H. C. JAMES**, 612 Deseret News Building, Salt Lake City, Utah.

**FIRST-CLASS** 1905 Indian Motorcycle for sale; cheap. **WILLIS F. SLADE**, 14 Florence St., Yonkers, N. Y.

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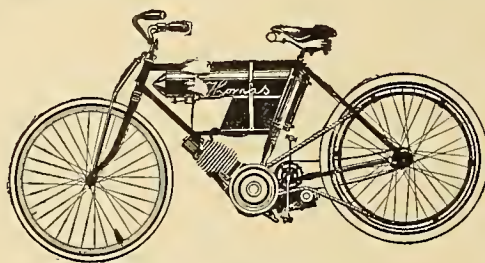
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## The Week's Patents.

800,625. Induction Coil for Igniting Explosion Motors. Jules Carpenter, Paris, France. Filed February 8, 1905. Serial No. 244,757.

Claim—1. In an induction coil, the combination with the armature of the interrupter of an electro-magnet having two windings serving to operate the armature, the one winding being of thick wire and being adapted to have the main current pass through it, while the other winding is of thin wire and has a shunt of the main current passed through it, substantially as and for the purpose described.

800,647. Carburetter. William A. Hatcher, Cleveland, Ohio, assignor to the Brew-Hatcher Co., Cleveland, Ohio, a corporation of Ohio. Filed February 23, 1905. Serial No. 246,934.

Claim—1. In a carburetter, the combination, with a passageway for feeding a combustible aeriform mixture into the cylinder of an internal combustion engine, of an air chamber having an air inlet and arranged a suitable distance below the foresaid passageway, a mixing chamber located between the air chamber and the said passageway and arranged to discharge into the said passageway; means for controlling the discharge of the combustible mixture from the mixing chamber to the said passageway, an oil conducting pipe arranged centrally of the air chamber and discharging into the mixing chamber, which pipe is externally screw threaded at its lower end and screwed into the bottom of the air chamber, means for supplying oil to the last mentioned passageway, a valve for regulating the discharge of oil from the said pipe, and several suitably supported flap valves normally covering the air chamber and arranged to be swung into the mixing chamber by suction created within the mixing chamber.

800,777. Carburetter and Vaporizer for Ex-

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plosion Engines. Alfred Westmacott, St. Helens, Isle of Wight, England. Filed May 8, 1905. Serial No. 259,351.

Claim—1. In a carburetter and vaporizer, the combination of a case or chamber, a group of tubes mounted in removable tube plates made tight with said casing, an inlet in the side of the casing between the tube plates adapted to be connected with the exhaust port of a motor, an outlet from the casing between said tube plates, an oil and air feed device beneath the lower tube plate, an outlet from the casing above the upper tube plate adapted to be connected with the induction port of the motor, a corresponding inlet fitted with an inwardly opening spring valve at the opposite side of the casing, an opening in the casing between the tube plates fitted with a shutter and designed for the introduction of the flame of a blow lamp and a platinum plate or shield within said opening, substantially as herein shown and described and for the purpose stated.

800,809. Pneumatic Tire Guard. Thomas H. Lindley, Cedar Rapids, Iowa. Filed January 3, 1905. Serial No. 239,514.

Claim—1. A guard for pneumatic tires, comprising a continuous metal band closely encircling the tire centrally, and keepers recessed outwardly to take said band, and inwardly conforming to the periphery of the tire in cross section.

801,150. Pneumatic Tires. James A. Murphy and William S. Manning, Holyoke, Mass., assignors to Manning Mfg. Co., Springfield, Mass., a corporation. Filed December 5, 1904. Serial No. 235,600.

Claim—1. The combination with the casing of a pneumatic tire of the clincher type, of a shoe located in the casing between the latter and the inner tube, the circumference of the shoe being greater than the normal internal circumference of the casing, at the point of the greatest diameter of the latter.

800,670. Bicycle Gearing. Charles H. Ocumpaugh, Rochester, N. Y. Filed April 12, 1898. Serial No. 677,348.

Claim—1. A driving shaft, a lantern wheel comprising plates having freely rotatable rollers supported to turn in said plates, a driven shaft, and a similar lantern wheel mounted thereon, the rollers of each wheel

being parallel to its shaft and the shafts arranged at an angle to each other.

800,879. Change Speed Gear. Henri de Rutty, Macon, France. Filed April 11, 1905. Serial No. 254,972.

Claim—1. In a change speed gear for mechanisms driven by cranks, the combination with the cranks, tooth wheels, reversely arranged clutch mechanisms operatively connecting the one or the other of the wheels with the cranks, according to the direction in which the cranks are rotated and a pinion coupling of the two wheels so that they rotate in contrary directions, one of the wheels being larger than the other and said larger wheel driving the mechanism, substantially as described.

800,809. Pneumatic Tire Guard. Thomas H. Lindley, Cedar Rapids, Ia. Filed January 3, 1905. Serial No. 239,514.

Claim.—1. A guard for pneumatic tires, comprising a continuous metal band closely encircling the tire centrally, and keepers recessed outwardly to take said band, and inwardly conforming to the periphery of the tire in cross-section.

801,071. Bicycle Boat. Earnest C. Fowler, Pulaski, Tenn. Filed October 25, 1904. Serial No. 229,980.

Claim.—A velocipede boat comprising two spaced floats, a rod connecting the floats, rods secured at their ends to the forward ends of the floats and extending upwardly and inwardly, a hollow head secured to the forward ends of the last named rods, a rod revolvably mounted in the head and having handle bars at its upper end, a plate secured to the lower end of the last named rod, diverging rods extending rearwardly from the head and lying one above the other, said rods being secured at their rearward ends to an upwardly and rearwardly inclined rod, a seat connected with the upper end of said rearwardly inclined rod, outwardly diverging rods secured to the upper end of the rearwardly inclined rod and secured at their lower ends to the first mentioned ones, a third rod secured at its upper end to the upper end of the rearwardly inclined rod and secured to the first mentioned rod and extending therebelow, a bearing carried by the lower end of said rod, a shaft revolvably mounted in the bearing, a propeller wheel carried by the shaft, a bevel gear carried by the shaft,

a hanger secured to the first mentioned rod and having a bearing in its lower end, a second shaft journaled at one end in the bearing, a gear carried by said shaft and meshed with the first named gear, a rod extending forwardly from the first named rod and secured at its forward end to the forward end of the rearwardly inclined rod, said rod having a bearing therein in which the forward end of the second shaft is journaled, a crank shaft journaled at the lower end of the rearwardly inclined rod, connections between the crank shaft and the second shaft for rotation of the latter by the former, and pedals carried by the cranks of the crank shaft and lying in position to be engaged by the feet of a person occupying the seat.

801,150. Pneumatic Tire. James A. Murphy and William S. Manning, Holyoke, Mass., Assignors to Manning Manufacturing Company, Springfield, Mass., a Corporation. Filed December 5, 1904. Serial No. 235,600.

Claim.—1. The combination with the casing of a pneumatic tire of the clincher type, of a shoe located in the casing between the latter and the inner tube, the circumference of the casing, at the point of the greatest diameter of the latter.

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800,879. Change Speed Gear. Henri de Rutty, Macon, France. Filed April 11, 1905. Serial No. 254,972.

Claim.—1. In a change speed gear for mechanisms driven by cranks, the combination with the cranks, toothed wheels, reversely arranged clutch mechanisms operatively connecting the one or the other of the wheels with the cranks according to the direction in which the cranks are rotated and a pinion coupling the two wheels so that they rotate in contrary directions, one of the wheels being larger than the other and said larger wheel driving the mechanism, substantially as described.



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# The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LII.

New York, U. S. A., Saturday, October 21, 1905.

No. 4

## CURTISS A CORPORATION

### Lively Bidding for His Plant Brings Added Capital and Enlargement.

The G. H. Curtiss Mfg. Co., Hammondsport, N. Y., is now a corporation. Its certificate was filed in Albany this week, placing its capital at \$40,000 and naming these directors: G. H. Curtiss, A. G. Pratt and R. G. Hall, all of Hammondsport.

The move means substantial expansion of the Curtiss business. Curtiss, who started in the most modest manner imaginable, has of his own efforts gradually increased his facilities and output of motorcycles, the success of which attracted several Rochester merchants. They made overtures to the Hammondsport man, which led to a flattering offer of a large factory and ample capital if he would agree to remove the business to Rochester. The temptation was great, but when the moneyed men of Hammondsport heard of it, they promptly made a counter proposition to Curtiss. Hammondsport is not a large town and the Curtiss plant is about the only manufacturing industry which it holds. The citizens were loath to see it uprooted, and finally made such an offer that Curtiss could not refuse it. It assures him all the capital he may require, and a lot of it will be immediately used in adding to the plant and to the general expansion of the business.

Curtiss already has ripe for marketing a brand new single cylinder 3 horsepower motor bicycle that is said to be an uncommon good one, and his acquirement of ample capital will not only enable him to produce it on a much larger scale than was originally in view, but will also further a new two-cylinder machine the design of which already is in hand.

### Belgium an Encouraging Market.

According to a British consular report, American bicycles are becoming increasingly popular in Belgium, not so much on account of the cycles themselves, but because of the fact that the American manufactured bicycle is almost invariably fitted with single tube

tires. It is further publicly stated of late that the British made bicycle is rapidly going out of favor in Belgium. It is not that the English machine has actually become unpopular, as it is as a rule of infinitely better quality than the Belgian article, but the Belgian public declines to pay the high price usually asked. Bicycles imported into Belgium are taxed with a duty of 12 per cent ad valorem, and it is therefore evident that the local manufacturer starts with a considerable advantage on his side as regards price.

### Surre Returns from the Coast.

W. J. Surre, assistant secretary of the Corbin Screw Corporation, returned last week from his annual pilgrimage to the Pacific Coast, and plainly was immensely pleased by the results. This year, he said, was the best the Corbin coaster brake ever had enjoyed in the western half of the country, but good as it was, he had substantial basis for saying that next year will be an even better one.

### More Time for Manhattan Storage

The Manhattan Storage Co. has obtained more time in which to consider whether it is cheaper to pay or stand suit for the motor bicycle it bought from a defaulting installment purchaser. Hearing on the action against them brought by F. A. Baker, the New York dealer who owned the machine, was again postponed when the case was called on Tuesday last.

### Corson Evolves a Cut-Out.

E. H. Corson, otherwise the Indian Motorcycle Co., of Boston, Mass., has added another to his line of useful motorcycle specialties—this time a muffler cut-out for motor bicycles of the Indian type. The device, nickelplated, sells for \$2. It may be operated with either hand, and is described as “ornamental as well as practical.”

### The Retail Record.

William St. Pierre, a dealer at Quincy, Mass., has joined the ranks of those who have gone before. His liabilities amounted to \$1,651, with \$236 to meet them.

C. C. Hall has purchased the business of C. V. Hicks, at Alpena, Mich., and will remove it to the McLearn block, in that city.

## IGNITION INNOVATIONS

### Some New Things Pertaining to Motorcycles Exhibited at a Foreign Show.

“Dry” is only a relative term as applied to the dry cell, for unless the electrolyte in the cell is moist there is no chemical action set up, and as soon as the latter does become actually dry the cell is dead. Two new cells recently placed on the market, and shown for the first time at an electrical exhibition now in progress in London, take advantage of this principle by sending the cell out entirely dry. When wanted for use it is only necessary to use a little water in the case of one, the “Reeplen,” while the “Latent” contains a capsule filled with water, and this is broken when the cell is needed. This obviates the somewhat aggravating experience of finding the “spare” cells, if anything, a little “deader” than those that have just failed and also permits dealers to carry a stock without fear of deterioration.

Among other things of interest to the motorist at the same exhibition were numerous coils and improved tremblers, the Marconi trembler marking quite a departure from current practice. It is pivoted and counterbalanced, the spring being at the armature end, although there is also a small auxiliary spring at the counterweighted end, which strikes against an adjusting screw. The Walker dynamometer was also of interest. This is designed particularly for use with small internal combustion motors, its range being  $\frac{1}{4}$  to 26 brake horsepower. The power is absorbed by the revolution of air vanes, and the speed, being known, the results can be read almost at a glance from the position of the vanes by means of calibrated data supplied with the instrument.

### Parting of Neisheisel and Garbarino.

Neisheisel Brothers and B. Charles Garbarino, doing business under the firm name of Neisheisel Bros. Auto & Cycle Co., at Boulder, Col., have dissolved partnership. Neisheisel Bros. will continue to run the business.



## SCIENTIFIC SALESMANSHIP

### What it is and the Qualities that Go to Make it Effective.

In the cycle business, as in every other line of trade, the salesman is one of the most potent factors in the distribution of the product; and to be a successful salesman a man must have many requisites, the most important of which embrace tact, personality, confidence, knowledge, logic and faith. Discussing "Scientific Salesmanship" before the annual convention of the Carriage Builders' National Association, R. U. Conger, of the Sheldon School, of New York City, let fall some interesting opinions on the subject. He said:

"There are two sides to a business: The production side and the distribution side. The producer must distribute his product; so, in the final analysis, every man is a distributor. In other words, we are, all of us, salesmen, in whatever part of a business we find ourselves.

"Salesmanship, in a broad sense, is to sell goods for profit. The element of profit must enter into a transaction, or else salesmanship is not exercised. It is easy enough to dispose of goods. We can give them away—shove them out into the alley and let someone come along and take them; but it is to dispose of them at a profit that requires real salesmanship. When we stop to think that that is the case and that the sale of goods at a profit is salesmanship we realize again the utility of a business house. The object of that concern is to sell goods for profit, and it is simply a composite salesman; everybody from the president to the office boy has his duty to perform which tends toward either increasing or diminishing the margin of profit, and it is dependent entirely on how well he performs this share of profit-making that his remuneration should be based. . . . A few loafers or buckers in a business cannot wipe out that margin of profit, but they can materially diminish it, and it is necessary for a man to realize that his whole organization has one object, and that everybody connected with it must work toward the accomplishment of that one object—the disposing of his product for a profit. Now, to get that profit, a broader definition, a broader idea of salesmanship, is necessary—an abstract idea—and what is it? It is merely the power to persuade people; and that's what we all must have to sell—simply the ability to persuade people; and that's what we all must have, from our office boy days up.

"To begin with, success (and that is what we are all after) is based undoubtedly upon trade of some kind—this disposition of goods for profit. There can be no question about that. By success I do not mean the temporary kind—the make-a-living sort, the spas-

modic kind; but permanent and increasing success. Trade in its turn is based primarily upon confidence. The business house must have the confidence of the buying public just as the individual must always have the confidence of the individual buyer. Before we can sell a dollar's worth of anything we must have the confidence of the buyer that we are telling him the truth, that we are selling him honest goods, that our advertisements are honest, and that we are going to give him an honest deal. This matter of confidence is born of what? You will agree with me here—personality. The business house itself has a personality. It is a blended affair. It is made up of the blending of the personalities of its various employes, but, just as we have a composite photograph, we have a blended personality in a business house, and the individual's own personality begets or does not beget confidence, according to its nature; so that confidence primarily rests upon personality. . . .

"In this day and age of intense competition, of ever increasing concession and narrowing margins of profit, a man to succeed must be almighty fit, and that is a fact; he must have a wonderful wealth of knowledge; he must not be content with knowledge sufficient for present need alone, but must seek additional knowledge and store it away for an emergency reserve. It is that emergency reserve which enables him to meet the new daily confronting condition, so that he wants to get hold of every bit of knowledge the other man has; and all knowledge is susceptible of a reduction to principle. It is principles that he wants. The man who works from the principle to the detail is the one who succeeds; the one who works from detail to principle never gets very far.

"In classifying the knowledge requisite to success in business life, what is the first thing a man wants? You will all agree with me here—it is a knowledge of the other fellow; it is a knowledge of human nature; he has to deal with men if he is going to be successful. A man meets but slight measure of success who finds no opportunity to deal with men, but simply deals with facts or figures. It is the man who deals with men, that reaches out; so that I say the first thing he wants to know is something about his fellow men. I don't have very much faith in the long haired cranks of phrenology and physiology; no man is going to let me feel the bumps on his head to see what kind of a man he is, when I am trying to sell him something; but there is a great deal which can be learned from the study of basic and decided types, and we cannot afford to lay aside the researches of modern science along those lines. We want to be able to mentally measure our customer—take his mental diameter and his mental circumference. In the slang of the street, we must size him up. We must know at a glance his ideals and his temperament; and it is well worth the thought and study of every man at every stage of his life. Of course, in the school of experience we get a great deal of knowledge of human nature—I grant you that; but we do not want

to forget that scientific men have made a great study of that subject and have reduced it to a very few, simply principles which a man ought to know.

"To be a successful salesman a man must have the capacity to analyze clearly, because he must get down to fundamental premises. There are only so many reasons why a man must buy anything. The salesman who is going to successfully sell that class of goods must know all those reasons. He can only know them by prior analysis. To actually analyze them from his standpoint involves the factors of utility and durability and appearance, and so on; but to sell scientifically he must know every reason.

"Sometimes a man uses too many reasons. I have often known a man talk a man into a thing and then talk him out of it. He used too many of them, and he must have a knowledge, later, of the principles which prevent that. He has to have them all, because there are some men requiring a great deal more of those facts than others. . . . A pound of logic is worth a ton of talk. The human windmill and the verbal cyclone and the animated talking machine are out of date in the business world. What the world wants to-day is hard-headed, logical thinkers and logical talkers. . . .

"There is just one quality other I want to speak of in closing; the great quality of faith as a commercial asset. I am not taking this up from the standpoint of the clergyman and am not usurping his position, and not from the standpoint of the future life. Theologians tell us where we are going to, and scientists where we came from, but thank God we are here now, and it is from the now and here I speak of this quality, faith. Its negative, doubt, has killed more successes than the armies of the world have killed men. And that is a fact. There are five links in the chain of faith, just five, and if we realize that no chain is stronger than its weakest link, we will realize the value of each link of this chain. The first is faith in the infinite; second, faith in ourselves, faith that we are a bundle of wonderful possibilities, faith that we can develop and we can succeed; third, faith in our fellowmen, faith that they are reasonable men; fourth, faith in our product, faith in that which we have to sell and faith that we have the best articles ever manufactured, faith that we are going to give a man more for his money than he could get any place else; lastly, faith in our employes, faith that they are going to give us the best service and do the best for us they possibly can, that they are bundles of possibilities which can be developed. Then with this chain of faith complete, faith in the infinite, faith in ourselves, faith in our fellowmen, faith in our product, and faith in our employes, it becomes literally true that 'according to your faith it will be unto you.'"

The City Council of Los Angeles, Cal., has voted to make an appropriation to purchase several motorcycles to be used in running down automobile scorchers. The official mount has not yet been selected.



## TO PREVENT SIDESLIP

### Some Remarkable Devices Developed by a Prize Competition Conducted Abroad.

Out of the fifty odd different devices, all designed to save the English cyclist from that bugbear of sideslip that has ever beset him, and that were brought out by the money prize offered by the Cyclists' Touring Club for the best preventative, the official committee has finally made its award and selected the five that meets its approval; four of them are awarded cash prizes, while the fifth merely comes in for honorary mention.

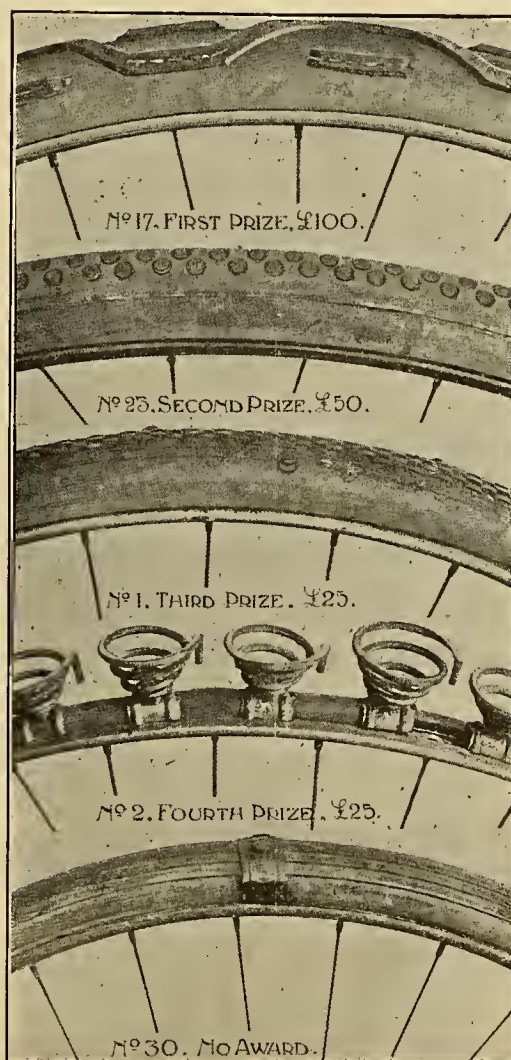
The first prize of \$500 went to the only tire with a tread composed entirely of rubber that emerged successfully from the preliminary tests. Its specialty is a series of semi-serpentine ridges of rubber moulded on the shoe. Its resilience is considerably reduced by these ridges, which in effect thicken the tread and increase the weight, but it is thought—and this is an official opinion—"that these drawbacks might be modified by making the sides of the tire of a thinner and more flexible material." It will be noted by reference to the illustration depicting the winners that in the case of the experimental tire the ridges were sewn on the cover instead of being moulded with it.

The "next best" contrivance was nothing more nor less than a miniature replica of the familiar "non skid" covers used on automobile tires. It consists of a chrome leather longitudinal band, with steel studs fixed through it, not unlike small brass-headed nails, this band being vulcanized to an ordinary tire. In addition to the second prize of \$250, with this device was handed out the doubtful recommendation that while it is a good non-slipping device, "it slows the tire, deadens the running of the machine and is also very noisy on paved roads, concluding with, "it might, in our opinion, be improved if the studs were reduced in number, either by the abolition of one of the rows, or by placing them further apart. We conceive this device to be well adapted to motorcycles."

Despite the fact that the third device in the line was only subject to the slight weaknesses of having its studs wear and penetrate the inner tube, and to have water percolate through the outer cover and rot the lining, it was considered worthy of the prize of \$125. The studs on this device are pushed outward through the cover of an ordinary tire and screwed into place by nuts which project slightly from the tread and are intended to grip the road surface and ward off that fearful calamity, side-slip. It is opined that "these defects might in part be remedied by covering the heads of the studs with a canvas band or a series of patches cemented in place."

But of all the impracticable and visionary contraptions for the purpose that was ever boiled out of the human cranium comes the fugitive strip of a discarded bed spring stuck on a bicycle wheel rim that was honored with the fourth prize of \$100. The committee's opinion in full on this entrant should be perpetuated. It is as follows:

"This consists of a wheel shod with spiral springs instead of a rubber tire. It is a splendid non-slipper, and is, of course, unpuncturable. Its chief defect is the noise the springs make upon all roads, but particularly upon stone sets. The springs themselves showed very little sign of wear at the



conclusion of the four days' official trial upon the roads selected, but on further testing upon rougher roads a great many of the springs gave way, and those that remained showed considerable damage. The judges were at first disposed to be sceptical of the value of this device, but in practical use they found it to be more resilient than many of the pneumatic shod wheels to which anti-side-slipping appliances had been fitted, and had the springs withstood hard usage upon the road this exhibit might have taken a higher place. It is the best non-slipper tried, and no grease, mud or dust was met with that it failed to negotiate; it is at its best on very uneven surfaces, and at its worst on well laid stone sets. It is, however, decidedly slower than a pneumatic, and the 'dragging' is very perceptible, especially uphill."

Of the fifty or more original entrants only

thirty materialized for what were termed the preliminary trials, which were carried out last June on a concrete courtyard well dressed with a most "unholy mixture of Thames mud and soft soap," and which, according to the consensus of cycling press opinion at the time, served no better end than to provide the "unfeeling London dailies with a source of comic copy." The performance was described as second only to a high class vaudeville troupe in drawing power and was hugely enjoyed by the audience which occupied even the surrounding roofs.

But eight of the devices, including the four prize winners and far fewer of the riders of the "ingenious thirty" survived contact with the ill smelling mixture that had been laid on with a most liberal hand. Of these other four, No. 7 consisted of a linked chain lying longitudinally on the tread and held in place by the inflation of the tire. "It, however, slipped off the tire at the preliminary trials, and before the first ten miles had been covered on the road it broke. Tried again the day following it behaved no better, and as it seemed to the judges that it would be unsafe to require the competitor to ride it further, it was withdrawn."

Unlucky No. 13 was the next, and true to its reputation it soon succumbed; it consisted of a series of spring steel clips, from which a stud projected on each side of the tread at what was considered to be the most effective angle. Eight such clips were placed on the tire. These stood the preliminary test on the concrete very well, but after three miles of rough road half the bands were broken and the exhibit was withdrawn.

Next on the list to survive the first ordeal was No. 19, which took the form of a wire scratch brush. Fine steel wire in bunches stuck outward from the tread much like a growth of bristly hair, and while the points of the wires overcame the soap and mud on the concrete, two hundred miles on the road shaved them off clean, and both they and their non-slipping properties had vanished.

No. 30 was last, both in number and order of survival, and consisted merely of a variation of the leather band and stud idea, except that there was a series of the bands about one and one-half inches wide, placed across the tire, each one bearing two metal studs.

### Mattison and His Unicycle.

From out of that important world centre, Anaconda, Mont., comes the startling news that one of its citizens has been granted a patent by a paternal government on a unicycle. Julius Mattison is the proud creator and mechanical genius, and Julius has, according to report, left the mountains for Chicago to arrange for the manufacture and sale of his invention. The news item is worded in a somewhat misleading manner, for it reads, "on a unicycle that is said to be a practical machine and has gone," but it turns out that it was Julius, and not the machine, that had gone.



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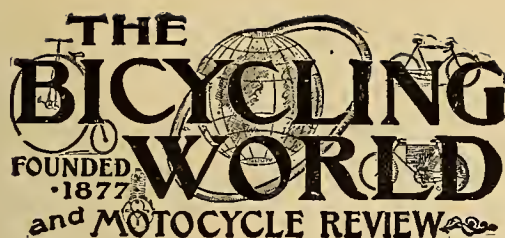
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NEW YORK, OCTOBER 21, 1905.

### The Coaster Brake Model.

The appearance of a coaster brake model for the jobbing trade should cause the manufacturers of name plate bicycles to prick up their ears. It means more to them than appears on the surface.

Practically every advance it makes will be at their expense. It gives those jobbers who may market the coaster brake model a bicycle with which to interest many retailers whom they could not interest before, and with which the retailer in turn may more easily appeal to the individual purchaser.

Its price, of necessity, will be nearer to the high grade price than heretofore has been the case, and this alone will serve to decide many purchases. It will thus give the model a guise of respectability, so to speak, that will induce many to buy who will not touch the \$19 or \$23 bicycles as now generally constituted. And this coaster brake model will masquerade under so very many names that it will be difficult to follow or identify it.

All this means that there is another competitor that the manufacturers of high grade goods must meet, and they cannot afford to view it too lightly. It would seem that the

best way for them to meet it would be with a coaster brake model of their own, which shall have the hall mark of a well known name and shall be well and not lackadaisically heralded.

Whether or not this comes to pass, it is certain that this jobbing model will quicken interest in the coaster brake, and if it serves to do what nothing else has served to do, i. e., force the reputable bicycle manufacturer to fully and properly recognize and embrace the coaster brake, it will have served a highly useful purpose. It will be their own faults if this jobbing model makes inroads into their trade.

### Good for Clubs; Good for Trade.

The New York State division of the Century Road Club has a new secretary. His name is worth mentioning; it's Ernest G. Grupe. Grupe is also a member of the organization's press committee, and has brought to his office that earnest enthusiasm that means life to any movement, and that is sometimes, but not always, characteristic of the new man in a new place. It is not so much Grupe himself, however, as what Grupe says, and the way he says it, that serves the point in this instance. He has been trying to put "ginger" into his fellows, and in one of his communications he serves it up in this fashion:

"Cycling and cycle racing bids fair ere long to be restored to its former high centre of popularity. The persistent and earnest efforts of the lovers of the game, those to whom the wheel and its many pleasures have ever remained dear, are the only things that can bring about a popular revival of this greatest of recreations and sports.

"Do you know how to do this?

"Publicity is the keynote.

"Don't bury your cycling club or road runs and the stats of your racing talent in obscurity just because the 'spirit of the silent steed' has fallen upon dark days.

"Advertise your club runs or club meets or race meetings or road races.

"Appoint one of the members of your cycling club a press agent, whose duty it is to persistently bombard the sporting editors of the daily papers with accounts of all your doings.

"Don't get discouraged if they don't print them; there is lots of other news, you know, and your contribution may have been crowded out.

"Try again.

"And if you fail again, then—

"Try again.

"Persistent newspaper publicity in the daily sporting pages of our New York papers will bring about the rejuvenation of the cycling game.

"Start right away to do your part.

"Have your club press agent get busy for 1906."

There may be a false grammatical note here or there, but that is of no moment. The whole thing has the right ring, and it rings true in every line. There is nothing startlingly new in it all, of course. It is just what the *Bicycling World* has been preaching these many years. But it's a ring in a new place and it serves a useful purpose. The press agent is a twentieth century institution, and is fast becoming a necessary one. He is even more useful to the manufacturer and merchant than he is to the club, but as few manufacturers or merchants will see it, there is ample excuse for failure to do so on the part of clubs in which all effort is a free will offering.

There are few manufacturers or merchants who are more in need of a press agent—that is, of publicity—than those engaged in the cycle trade. There is absolutely nothing that they need half so much. They can produce bicycles aplenty. They cannot sell half of what they could produce if they set about doing so. This means that there is nothing the matter with their manufacturing facilities. But the selling end—ah! that takes care of itself, that is, the most vital essential of the selling end, the publicity end. To-day it is only the actual necessities of life—the bread and butter and eggs—that require no publicity, though at that publicity will and has amazingly helped the sale of particular brands of bread and of butter. It even may be said that to-day publicity precedes production in importance. For of what value are they if, when produced, the goods cannot be sold?

Although the outside world knows nothing of it and supposes that automobiles are selling like hot cakes without effort, there is no industry in which the press agent is so numerous as in the automobile industry. Almost every manufacturer possesses one, and they are an industrious lot.

If the booming automobile business thus requires such publicity, how much more does the languid, if not languishing, bicycle business need it? The lack of it is the chief of what's the matter with cycling.



## CHADEAYNE SNOWBOUND

**And Prospect of Record Journey Is Remote  
—His Experiences in the West.**

Rawlings, Wyo., Oct. 20 (by wire).—Chadeayne reached here to-night at 8 o'clock. Total mileage, 2,489. He had sorry going in the snow.

Although the spirit he displays leaves small doubt of his ultimately reaching his objective, San Francisco, there is scarcely a ghost of a chance that W. C. Chadeayne will be able to equal George A. Wyman's cross-continent motorcycle record of forty-eight and a half days.

Chadeayne left New York on September 13—thirty-nine days ago—and, as he is still about one thousand miles from his destination, with the deserts and two mountain ranges ahead of him, and, as snow is now falling, the prospect of fast going is remote to the vanishing point. Last week the plucky fellow took advantage of the moonlight, and in an endeavor to recover lost time rode night and day, but nearing Cheyenne, Wyo., on Saturday, snow began to fall, and fell so heavily that it took him twenty hours to cover about eighty miles.

After reaching Cheyenne, 2,289 miles from New York, the snow piled so deep that motorecycling or cycling of any other sort was impossible. It kept him in that city all of Sunday and Monday, when the last advices from him were mailed. As he only reached Rawlings last night, having covered but two hundred miles in six days, the hopelessness of his task is apparent. Writing from Cheyenne, under Monday's date, Chadeayne however expresses the determination to "reach 'Frisco, if it takes all winter." In that communication which sketches his travel since leaving Chicago, he says:

"I think I am passing through the hardest and most discouraging part of my trip. It started snowing Friday night about 10 o'clock, and snow is still falling. The roads are in frightful shape; the wagons coming into town are drawn by four horses, and prospects for a record trip look mighty black.

"After leaving Chicago I found good gravel roads over a rolling country. I stopped at Aurora long enough to look through the plant of the Aurora Automatic Machine Co. and to make a few repairs. The good roads continued and I made Princeton, covering 133 miles. Leaving Princeton I made good time to Genesee, where I ran into sand and it took me four hours to cover twenty miles. I reached Rock Island about 1 p. m., crossed the Mississippi and was compelled to stay overnight at Davenport on account of rain. J. L. Thulin was the good Samaritan, and I stayed at his home while there. Had some trouble getting oil and gasoline there, and my start was somewhat delayed. I was directed to go over a fine gravel road; I made good time and traveled many miles before I

discovered it was the wrong road I was making time over, and it took the rest of the day over muddy, sandy and rough roads to reach Iowa City, where I met O. H. Carpenter, a motorcycle enthusiast. He rides a Thomas, and accompanied me over miles of rough, sandy and hilly roads. I was mighty sorry to see him turn back.

"I passed through Marengo, and when near Grinnell I was racing with a freight train and going down a hill at tremendous speed, when suddenly a team loomed up directly ahead. They had been hidden by a turn of the road. The horses heard the motor and shied into the fence. It was a narrow escape, and it came within half an inch of ending a New York-Frisco trip. Found it rather hilly about Des Moines, but the roads were in fair shape and I made good time for a few miles, when my motor developed a skip that could not be located. I limped along for about eighty miles, and finally when near Atlantic it refused to move. I spent the night in a haystack. My motor continued to skip all the next day, and as the country was rolling I would coast down one hill and walk up part of the next.

"At Council Bluffs my motor again balked, and I walked for five miles into Omaha, arriving there about 5 p. m., dirty, tired, motor out of commission and punctures in both wheels. They were having a carnival called the Ak-Sa-Ben, which is similar to the Mardi Gras at New Orleans. The town was full of farmers from all over the West, and I hunted for hours to find a place to sleep. Finally I put up at a Turkish bath. Spent the next day in locating that skip; took some time, but I finally found that the stud supporting my exhaust gear had become bent, due to one of my numerous spills, and the gear was not running true.

"She started out of Omaha like a race horse, and I made a good run of it to Fremont. The next morning I awakened to find it pouring. I started out in the rain about 10 a. m. The roads were in fearful shape, and I took to the tracks for relief. I found a good roadbed, made up of a kind of granite, and I bumped ties as far as Columbia. From there I found the roads sandy, and I walked for miles through patches of sand (Thursday, Oct. 10). Rode all day and all night, and made Grand Island, still continuing over fairly good roads with numerous patches of sand and somewhat hilly; stopping for short time at Kearny and Lexington, and continued, with full moon, to eat up miles of road. I found I could ride with full moon nearly as well as I could in daylight. Of course, the usual number of spills was somewhat increased. I arrived at North Platte about 6 a. m.; was pretty much all in after riding two days and two nights, and went to hotel and took a few hours much needed rest. I forgot to say that I ran out of oil between large towns, and I went for nearly thirty miles on mowing machine oil. Got some good oil at North Platte, and lost the greater part of it through a cork, which had replaced a tank cap, blow-

ing out; it went off like a popgun, and machine and rider were drenched with lubricating oil.

"I entered here one of the most interesting sections of country I have passed through, the great prairie country of the West. I had not gone far before I passed the ranch of W. F. Cody, called 'Scouts' Rest.' I pass large herds of cattle, see prairie schooners, cowboys, rattlesnakes, coyotes and many strange animals. Find the alkali dust very irritating; eyes are badly inflamed, lips cracked and swollen and skin wherever exposed badly chapped. I again ran out of oil and got into Sidney on castor and machine oil mixed. Here I hunt for a long time for oil. My life is finally saved by Dr. Beebe, who owns an Orient buckboard, the only machine in town. He let me have a gallon, and I made my start over the prairie roads for Cheyenne. When a few miles out of Sidney I got mixed up with three cowboys, who were inclined to be road hogs and would not let me pass. The prairie was too rough, equipped as I was, and as I was totally unarmed, thought it policy not to force things, but rather to lose time.

"It was about dark when I reached Potter, Wyo.; and I found the people much excited. They had just had a prairie fire, which is a serious thing in this country, and the Sheriff and posse had just arrived with a man handcuffed to the Sheriff who had started the fire. They were on the point of lynching him when I left. I learned later that the Sheriff boarded a train in the nick of time and took the man to Sidney, where he will get the limit. It had been cloudy all afternoon and was dark when I left Potter for Cheyenne. I had about eighty miles ahead of me, and made poor time over the roads, which are simply three troughlike ruts. They are bad enough in daytime, but at night one is taking long chances, and I had many spills. About 10 p. m. it began to snow.

"As I recall it now it seemed like a bad dream. I followed the road in the dark as far as I could till the ruts began to fill with snow, which made riding there impossible. I took to the railroad and walked where I couldn't ride, pushing my machine for miles through the snow, determined to reach Cheyenne or bust. I reached town about 5 p. m. I had had about five or six hours' sleep in four days, driving the machine night and day to make up for lost time. It took me fully twenty hours to cover the last sixty miles, and I was just about 'all in' when I arrived; was tired, dirty, hungry and had \$1.15 in cash in my pocket; was taken for a hobo by clerk at hotel, and it was only by using the greatest tact that I succeeded in getting a room. It did not take me long to forget my troubles. I did not awaken till nearly 11 a. m. Sunday, when I found more snow; felt pretty shaky and extremely nervous.

"To-day (Monday) I feel O. K., and am simply awaiting the chance to hit the trail again. I am no quitter, and will make Frisco if it takes all winter."



## LEWIN GETS THE LIMIT

**And Wins with Lots to Spare—Eiffler Brothers in Hot Sprint Home.**

A. Lewin, of the Century Road Club Association, may feel highly gratified, and justly too. Last Sunday, 15th inst., he won the individual handicap record run promoted by the Long Island division of his association in a manner that undeniably opened the eyes of many hardened and more experienced road pluggers. His time for the "hundred" was 5:48:30.

Bedford Rest, on Eastern Parkway, Brooklyn—the scene of the start—certainly presented an appearance which must have caused the scribe who persists in ranting anent the "decline of cycling"—presumably because he has nothing else to write about—had he been there, to long for a hole to crawl within and pull after him. The broad level boulevard fairly swarmed with spectators, 90 per cent. of whom were cyclists, and hundreds and hundreds of wheels were stacked up along the course. It was the first cycle road race starting from Bedford Rest since early in the summer, when an event promoted by a metropolitan organization was stopped peremptorily, by cycle cops because the necessary "glad hand" was not extended. Since cycle racing on the boulevard stopped the roadhouse's profits shrunk to a remarkable degree, so much so, in fact, that it caused the famous old hostelry to change hands. Now that cycling organizations have been assured, on the quiet, of course, that their sport will not in the future be interfered with, cycle road racing from this centrally located point will beyond a doubt take a decided turn for the better.

Considering the condition of the roads, which were not of the best, excellent time was made in last Sunday's race, Frank W. Eiffler, who won the first time prize, covering the century in 5:06:52. The course was from Bedford Rest to Glenmore avenue, over the Merrick road to Massapequa, on to Jericho, back to Massapequa, once more to the Scripturally named village, again to Massapequa and back to Bedford Rest. A good field of starters breasted the tape, twenty-five of whom finished in time to share in the distribution of prizes. Lewin and F. W. Eiffler, who finished, respectively, first in place and time, each "copped" a Reading Standard racing wheel. They rode the same make, fitted with Palmer tires, in the race.

Lewin, the dapper little road club rider who won the race, was the hero of the hour. Possessed with an admirable desire to "do things," and aided considerably by the generous handicap limit of 2 hours and 30 minutes, he started to grind out miles from the outset, and soon left his class companions far behind.

Late in the afternoon one solitary rider was noticed coming over the hill a mile or so

down the road. It was Lewin, with face begrimed and besmeared with dirt and perspiration and with barely enough strength left in his slender frame to push his wheel over the tape. With his last kick he gasped out "No. 9" to the scorers, and was forthwith "toted" by admiring clubmates to the universal pump in the back yard. After a good wash and a rub down he expressed himself as "fit for another hundred." Lewin finished more than sixteen minutes ahead of the next man, J. F. Paulson, who had also started with the long markers, and one second later F. Larsen, of the C. R. C. A., with 2 hours and 30 minutes, was checked.

The closest finish was between the Eiffler brothers, Joe and Frank, for time honors. To see them battle up the stretch one would never take them for close relatives. First one would forge ahead, only to lose before the terrific sprint of the other. Frank finally managed to lead his brother across the line by less than half a wheel's length. His time was 5:06:52. Fred. C. Graf and Gustave Duester, also a part of the honor bunch, battled for third time prize on the homestretch, the former finishing two-fifths of a second ahead. The summary follows:

Position.	Rider and Club.	H'c'p hr.m.	Time hr.m.s.
1.	A. Lewin, C. R. C. A.....	2:30	5:48:30
2.	J. F. Paulson, C. R. C. A.....	2:30	6:04:55
3.	F. Larsen, C. R. C. A.....	2:30	6:04:56
4.	P. Wollenschlager, C. R. C. A.....	2:10	5:45:15
5.	George Henges, New York.....	2:20	6:07:15
6.	M. Seiberbeller, Staten Island.....	2:10	6:05:23
7.	A. Harris, New York.....	2:00	6:01:32
8.	Q. Pazzari, Edgecombe.....	1:50	5:51:33
9.	G. B. Hunter, Tiger Wheel.....	1:50	5:51:34
10.	R. Friebie, C. R. C. A.....	2:20	6:23:22
11.	F. Weck, Atlantic Wheel.....	2:10	6:15:39
12.	George Froebig, C. R. C. A.....	2:20	6:27:40
13.	A. E. Rhodes, C. R. C. A.....	1:30	5:45:51
14.	O. Brandes, Edgecombe.....	1:40	5:55:52
15.	F. Kirchner, C. R. C. A.....	1:40	5:55:52
16.	J. Jensen, C. R. C. A.....	2:30	6:46:20
17.	George Bray, Cedarhurst.....	1:30	5:27:10
18.	R. Hughes, C. R. C. A.....	2:10	6:43:31
19.	J. Peddols, New York.....	2:10	6:46:52
20.	D. J. McIntyre, Reading.....	1:50	6:29:03
Time prize winners, Frank W. Eiffler, C. R. C. A. (scratch), 5:06:52; Jos. M. Eiffler, C. R. C. A. (scratch), 5:06:52%; Fred. C. Graf, C. R. C. A. (scratch), 5:35:00; Gustave Duester, C. R. C. A. (scratch), 5:35:00%; Charles Nerent, C. R. C. A. (scratch), 5:36:00%.			

## 271 Go to Tuxedo.

Two hundred and seventy-one cyclists, in fact the largest delegation that has for some time assembled for a pleasure jaunt, took part in the run to Tuxedo Park and return last Sunday, 15th inst., promoted by the New Jersey division of the Century Road Club of America. The start was made from City Hall, Jersey City, at 6 a. m., and the trip to Tuxedo was made without incident. A five-mile handicap, with seventy starters, enlivened the dinner hour. Chester Graham, from scratch, won the event after an exciting sprint, with Benjamin Evesson, also on scratch, second. F. McMillan (scratch) finished third; F. Montville, fourth, and Arthur Pfohl, fifth. Only a few inches separated the riders at the finish. Time 14:18 3-5.

## Wilkes-Barre Resurrects Lamp Law.

Wilkes-Barre, Pa., has unearthed the almost forgotten lamp law passed several years ago, and no less than twenty-odd cyclists were haled into court and "soaked" the customary fine last week for riding minus lamp. Needless to add, the dealers in the mining town are profiting by the awakening.

## INDIA A TOURING GROUND

**The Good Main Roads and Scenery that Make it a Cyclist's Delight.**

India is a land of vast distances and of good trunk roads, says Arthur Neve, in the Cyclists' Touring Gazette. Most of these were constructed as military and staging roads. The minor ones are unmetalled and at times almost impassable with dust or mud, but the main roads are well kept and are usually broad and well shaded by trees.

For the convenience of district officials, who annually visit the smaller towns and outlying villages, there are rest houses, or staging bungalows, where a European can spend the night; and, of course, in the larger towns there are either hotels or dak-bungalows. The bicyclist who knows the country seldom has difficulty in getting accommodation, though a casual and unexpected visitor may find the building almost unfurnished and without any servant, save a watchman, so that he will be limited to such provisions as he can purchase in the neighboring bazaar, or perhaps to boiled rice, chupaties, eggs and milk.

Off the railway lines there is also difficulty in forwarding baggage, except where special post cars convey parcels. So in a general way it must be said that a tourist ignorant of Indian languages and ways is wiser to confine himself to the beaten tracks between large cities. Those who took part in the motor trials last New Year, between Delhi, Agra and Bombay, found the trip most interesting and pleasant. A cycling friend in India told me that the road between Calcutta and Peshawar, some 1,200 miles in length, is the finest long distance bicycle track in the world. I have tested it at many points in the Punjab and United Provinces, and found it excellent. Recently I had a short bicycling tour in Travancore, the extreme south of India. Roads are a special hobby of the Maharajah of Travancore, and it would be difficult to find in any part of the world more beautiful scenery or better kept highways. From Cape Comorin up to Trevandrum is splendid. A gently undulating road exists, always with easy gradients and well rolled surface, shaded by palm or banyan trees, with occasional glimpses of the ocean far away, seen over a waving forest of palms, and lovely views of the lofty wooded mountains, which run parallel to the coast, a few miles inland.

It cannot be said that there are many roads suitable for bicycling among the Himalayas. People have not gone into these vast ranges for the sake of the valleys so much as for the hill resorts, and these have been chosen as near the plains as possible. Most of the good cart roads wind up the slopes of the outer range to the nearest summit or ridge, over 7,000 feet high, and end there. Thus Darjiling, Landour, Dalhousie and Murree



are built merely on the outposts of the Himalayas, and they immediately overlook the vast plains spread out maplike thousands of feet below. Since the Thibetan expedition a new road has been constructed from Siliguri up the Teseta Valley, which would be an interesting trip for a cyclist in the cool season.

A good road goes to Dharmasala, where the great earthquake has so recently caused a terrible loss of life. It is situated not far from the mouth of the beautiful Kulu Valley, on the lower terraces of a great snow range, beyond which is Chumba, to which also a charming but steep road goes via Dalhousie. There are several interesting roads in the Kangra Valley and Mandi, where a bicycling tour would be most enjoyable in the spring or autumn. I last visited the district two years ago; when the almond and peach blossom was in its beauty at Dharmasala, and violets bloomed by the roadside, while the great wall of snow glittering in the brilliant sunshine, and the bamboos in the lower valleys toward Kangra, with here and there the flaming crimson of the glorious Indian cotton tree, afforded those contrasts of tropical and Alpine scenery which only the Himalayas can show. Alas! the hospitable bungalows are now in ruins, and hundreds of new graves, scarred hillsides and broken roads speak of the awful devastation wrought in a few seconds by one quiver of that vast mountain range! In a similar, perhaps even more destructive, earthquake in Kashmir just twenty years ago 3,000 lives were lost.

The only road that really penetrates the Western Himalayas is that to Kashmir.

It rises 5,000 feet in the first forty miles, and for twenty miles from the railway at Rawal Pindi the slope is very gentle, but beyond that the ruling gradient is about 1 in 20. I have never cared to ride up the last twenty, but this offers no great difficulty, as one's bicycle can be easily put on top of a hill cart. Coming down is a different story; one can coast with good brakes for nearly thirty miles. At Murree the road runs for a little distance along the ridge, with a magnificent view of the great snowy ranges which have come in sight. One peak—Nanga Parbat—rises to 26,900 feet. But the Pir Panjal range is far more prominent, because nearer, and its highest points are not over 16,000 feet, so they have little snow after the end of June until October.

But alas! there is a long descent from Murree to the Jhelum Valley, 4,000 feet below the Col, which the cart road crosses at Sunnybank. The descent is by no means uninteresting. It does not, like so many of the Swiss passes—the Stelvio, for instance—zigzag straight down into the valley; the road winds continuously round the slopes for some twenty-eight miles, striking the Jhelum River at Kohala, and it is so good that one can coast at a fairly high speed. The chief, almost the only danger, arises from the numerous bullock carts which, especially in autumn, almost block the road. The drivers are deaf or asleep, and when twenty or thirty

such carts follow in close procession some care is needed in passing them. Before the days of good rim brakes cyclists used to tow a branch or log behind, to the peril of their machines and the detriment of the road.

In no part of the world would it be easy to find as good a hill road or such picturesque scenery as that along the 100 miles of wild valley between Kohala and Baramulla.

Grassy or wooded peaks rise on either side to the snow line, of very bold and varied conformation. Great precipices close in the river, which is as big as the Rhine where it leaves Lake Constance.

This river also has been through a lake—the Wular Lake, in Kashmir—and it has there deposited most of its silt and comes out a greenish color, at times almost limpid and blue. The road is splendidly engineered, in places tunnelled through the rocks and often built up along the face of towering cliffs. There are good dak-bungalows every twelve or fourteen miles, where meals can be obtained. The ascent averages only thirty feet per mile, and there are no gradients over 1 in 40, and those only for short distances.

In descending, especially with a free wheel, one can coast for long distances, not needing to use the brake at all. There are pictures of the Landwasser road in the Engadine in Mr. Freeston's book, "Cycling in the Alps," which might well have been taken at many points of this splendid Kashmir road, which from end to end is full of picturesque scenes of mountain villages and forts, wild side ravines, fine bridges and peeps of distant snow peaks.

In Kashmir itself one is once more on the level, but 5,000 feet above the sea. Roads fit for the wheel are not as yet very numerous; there is one, some seventy miles in length, leading up the centre of the country, and from this others radiate. I have ridden partly up the Lidar Valley, and also to near Gulmarg, and although the village roads are rarely metalled, yet in fine weather, and Kashmir enjoys months of fine, cool weather, the roads are quite rideable. There is very little traffic on such roads, and usually the sandals or the bare feet of the natives tread a very smooth track along the side. Coasting down from Gulmarg, with a gradient of about 1 in 80, I easily did ten miles in 25 minutes.

The cyclist in India is very seldom troubled by high winds; if they blow, it is but for a short time. In the mountains the breeze is usually regular, descending the valleys at night and ascending them during the day, and, bearing in mind that this change occurs about 10 o'clock in the morning, one can often profit by the wind. Good bridle paths are gradually being extended across the Himalayas and right into Little Tibet, which would allow of bicycling for many miles. I do not think any one has yet taken a machine over the lofty Zeji Pass or the higher passes beyond. So many of the valleys are full of loose sand that probably the machine would have to be carried by a coolie most of the way. Still, it is extraordinary where a ma-

chine can be taken, and with enjoyment. One needs to be constantly on the qui vive and ready to dismount where a stream of loose rocks obstruct the path.

For such work, as indeed for all riding on mountain roads, one needs a really strong, reliable machine. My own Imperial Rover has done me four years' splendid service, and in all that time no part of the framework or bearings has ever needed repairs. The tires will get badly cut sometimes, and on one or two occasions when I have charged a cow or have had a bad side slip on some slippery descent, my mud guards and gear case have been somewhat bent. Thorns are sometimes a great nuisance. Natives will cut branches of thorn bushes and leave tiny twigs strewn along the road. Some thistles bear thin but sharp thorns, while the water chestnut, with its pyramidal shape and sturdy points is fatal to any tire. However, it has no business on dry land except at market places.

The metal of Indian roads is seldom as troublesome as the flints of England, and in many parts there is a peculiar kind of limestone nodule called "kunkar," which gives a surface of better quality when well laid than one ever sees in this country.

Taken all round, bicycling in India is fully as enjoyable as in England, and with less mud and less loose metal; tires, in spite of the heat of summer, seem to last equally well. For the plains high gearing is pleasant; for the Himalayas a low gear is necessary.

On one trip I had the use of a two speed machine, which certainly saved much strain on some of the long hills. I intend to provide myself with this for future work.

#### Stole Same Motorcycle Twice.

Quite similar to the methods of the Buffalo youth who not long since made it a practice to steal a bicycle in one town, ride it to another and, having sold it there, to steal another to ride back on, is the process by which one Frank Flash, a thirty-year-old German made gain for himself out of the property of a Rochester (N. Y.) man which brought about his undoing at Warsaw, N. Y., on October 18. In the first place the police of Rochester, N. Y., were advised of the theft of three different machines, all motorcycles, from various parts of the town. Then, a little later, came the report that the president of the Common Council had been similarly robbed, and about that time they learned that a man had been trying to sell a machine at a remarkably low figure up in Warsaw. When they went to Warsaw and apprehended him they found that the police of Buffalo were also looking for the same person and also for a machine which answered to the description of the last one taken from Rochester. When the tangle was straightened out it was found that after having taken the machine from Rochester to Buffalo, and there sold it, Flash had again "lifted" it and taken it to Warsaw to resell it. He was taken to Rochester by the police and held for trial.



## MAC LEAN DIMS NEW STAR

**Shows the Way to the Tape to the Denver Comet in Ten Mile Race.**

Although MacLean, who lives in Chelsea, Mass., part of the year, defeated Erne W. Smith, of Denver, Col., and Hardy K. Downing, of San José, Cal., in the regular Sunday post-season meet at the Colorado saucer, on the 15th inst., he was not quite satisfied with the outcome. The race was a ten-mile motor paced affair in three heats.

In the first Walter Bardgett, of Buffalo, was pitted against the new found Denver star, and the latter skyrocketed, which is to say, he opened the eyes of the Buffalonian only to be defeated in turn by MacLean. The Bay State rider wished to go against Bardgett in the final heat, but kind Providence or some other unseen force decreed otherwise. It is said—this may only be gossip—that Bardgett would like to return East. In fact, he will do so, if some kind friend will only transmit the very essential commutation:

The first heat between Bardgett and Smith was won easily by the latter in 15:09 2-5. Mac Lean defeated Downing equally as easily in the second heat. Time, 4:23 2-5. At the finish in the final heat Mac Lean was five laps ahead of Smith, but this does not detract from the Denver boy's ability. Although "green" as yet, he bears the earmarks of a "crack." The time of the final heat was 13:50 2-5. Summary:

Ten miles, motor paced, professional: First heat—Erne W. Smith, of Denver, Col., first; Walter Bardgett, of Buffalo, N. Y., second. Time by miles—1:33, 3:05, 4:33, 6:02, 7:30, 9:00, 10:33, 12:06, 13:36, 15:09 2-5. Second heat—Hugh MacLean, of Chelsea, Mass., first; Hardy K. Downing, of San José, Cal., second. Time by miles—1:23, 2:44, 4:06, 5:35, 7:05, 8:33, 9:59, 11:27, 12:55, 14:23 2-5. Final heat—Hugh MacLean, first; E. W. Smith, second. Time by miles—1:24, 2:47, 4:11, 5:34, 6:56, 8:18, 9:40, 11:06, 12:28 and 13:50 2-5.

### Motorcyclists in Vanderbilt Race.

Although they received little credit for it, motorcyclists, that is the Brooklyn Motorcycle Club, were of no small service during the international automobile race for the Vanderbilt Cup on Long Island last Saturday. About twenty of them were on duty, under the leadership of E. W. Carritt, president of the club. They served as patrols, as judges at all turns on the course and also "manned" the telephones at all the corners, which kept the grandstand informed of the progress of the race and of all untoward occurrences. Probably the most arduous work of the whole day fell on Carritt, C. S. Tate and G. W. Sherman. They were in charge of the telephone "block system" that had been devised to guard the railroad crossings. It required them to stand on their feet, with their ears glued to the telephones for five hours, without interruption, the while

keeping watch for trains, competitors and signalmen.

The race also attracted a surprising number of motorcyclists from out of town, most of whom came and went on their machines. George N. Holden, of Springfield, Mass., and G. W. Hall, of Bridgeport, Conn., made the journey on tricars, with passengers, of course. "Slim Jim" O'Connor—he has grown another inch and is now six feet four inches—rode down from Hartford, and was impressed into service by Carritt. He drew a fine berth in the woods.

### American Joke via Ireland.

A cycling story purporting to have come from America—and, mark you, told by a clergyman—has just reached here via the usual Irish route. The clergyman, so the story goes, was riding home one night when he was stopped by two men who were slightly inebriated. Dismounting from his bicycle he inquired:

"What is the matter?" To which he received the somewhat unexpected reply:

"You didn't see a steam roller about anywhere?"

The point of the story is—and the Irish journal evidently broke a trace in reaching it—that the two worthies had imbibed too freely and had lost such a huge machine as a road roller.

### Suspected of Stealing 100 Bicycles.

Another cycle kleptomaniac—Ferdinand Meyer, of North Plainsfield, N. J., is in the toils. He was arrested yesterday, charged with a series of bicycle robberies extending over a year. The police say he has taken and disposed of at least a hundred machines. Although Meyer has been arrested four times since last March on charges of petty thefts, no suspicion of his connection with the continuous bicycle thefts attached to him until a week ago. None of the twenty policemen on the force on the alert for clues to the cycle thief ever saw Meyer riding a bicycle.

### Schwab Shows Improved Form.

Another surprise was handed out in Paris on Sunday, 9th inst., when Oscar Schwab, of Newark, N. J., beat out Jean Gougoltz, the veteran six-day rider, in the 2,000-metre (1 mile 427 yards) for third place. So far as is known, this is the first race in which the American rider has been fortunate enough to secure a place. Rettich won the event, with Doerflinger second.

### Both Americans in Front.

Robert Walthour is evidently "cherry ripe." Late advices from France state that he won the classic Marseilles "Golden Wheel" after a brilliant fight with Nat Butler, another American; Miquel and Colin.

### Nothingness.

"Tommy, what is 'nothing'?" inquired the teacher of a new recruit.

"When you watch a man's bicycle for him and he says 'Tank you.'"

## CYCLE PATH RACE REVIVED

**Permit Obtained to Again Use Famous Coney Island Course—Rich Prize List.**

It is no wonder so many cyclists hereabouts are adorned with a smile—not one of the limited ones, but the kind so broad and expansive that their countenances can scarce contain it—for the famous and classic Coney Island path race is to be revived. It is to be held on Thanksgiving Day, November 30, and a significant fact is that it will be run on the supposedly long since disused Coney Island Cycle Path. The New York State division of the Century Road Club of America is promoting the affair.

The distance of the race—a handicap, of course—will be twenty-five miles, and with start and finish at Johnson Place, one block from Prospect Park Circle, Brooklyn. Restricted concessions have been secured from the powers that be, use of the boulevard for that day has been granted, and for that reason the limit men will breast the mark at 9:30 a. m. sharp.

There is no doubt, but that this event will attract not only the "classy" road riders of New York and Long Island, but of adjoining States. A long string of prizes—amounting to fifty in all—has been hung up, headed by at least five racing wheels, among them being a Pierce and Reading Standard and other well known makes. Special prizes will be given to members of the club who finish up with the leaders and two silver loving cups—one to the club entering the largest number of riders, the other to the club scoring the largest number of points—will be given. The winner of the race will further be made happy by the presentation of a huge turkey (sex and weight not stated), which may come in handy for the belated Thanksgiving dinner. In more senses than one the day ought to be cause for thanksgiving.

### Vanderstuyft Loses 50 Kilos Race.

Arthur Vanderstuyft, the Belgian who won the recent 'Bol d'or' at Paris, was ignominiously whipped in the fifty kilometre (31 miles) event in that city on Sunday, 8th inst., by Marcel Cadolle and René Pottier. In this order they showed the way over the tape to the young man who finished second in last year's six-day contest in New York.

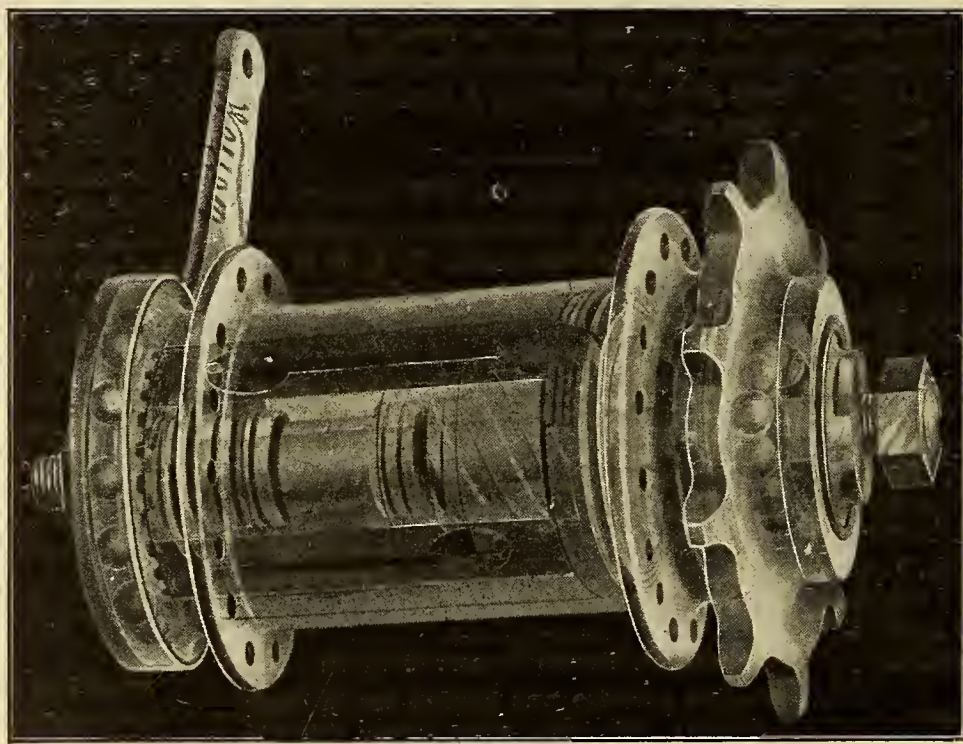
### Immense Crowd Attends Obs. quies.

Willy Schmitter, the young German pace follower whose untimely death at the Lindenu track, Leipzig, was chronicled in the Bicycling World of October 7 would, perhaps, have marvelled at his popularity had he been at the funeral. Over fifty thousand people paid their last respects to the popular rider.

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## LOOKING AT THE INSIDES

### Instrument that Either Mirrors or Photographs the Motor's Internal Workings.

It is little short of a miracle that the modern internal combustion motor operates as it does, for it is almost inconceivable that each of the four strokes constituting the complete cycle of operations can be performed in less than one-fortieth of a second—acting perfectly 36,000 times, hour after hour—particularly when it is considered that a flame fills the cylinder during the exhaust strokes and that its place is taken immediately afterward by an unignited explosive mixture, says the Automotor Journal as an introductory to a

sure vary over such an extremely wide range, and many of the functions are of such a very complex character, that, even if the engine were intended to run always at a certain constant speed, the correct setting of the valves and the adjustment of the carburetor, not to mention the hundred and one other minor matters, would be little more than guesswork, unless some direct means were available for ascertaining what was actually taking place within the cylinder. Much of the data at present available has been obtained gradually by experimenting on the principle of "trial and error," and fortunately there is usually no lack of visible and audible symptoms which are fairly easy to diagnose. Unless, however, some accurate records are available from which can be seen separately what has occurred during each portion of the cycle of operations, it

dinary indicator are equally conspicuous by their absence, while a further difference lies in the replacement of the usual piston and cylinder by a diaphragm. Instead of the pencil a beam of light is employed, and in place of the paper there is a ground glass screen or sensitized plate, such as is used for photography. The light is obtained from a stationary lamp forming part of the apparatus, and the screen upon which it is thrown does not move. These obvious advantages are all obtained by the simple expedient of using a small circular convex mirror, little more than half an inch in diameter, to reflect the beam of light on to the screen. Normally this reflector is in a vertical position in the instrument, but it is arranged so that it may be tilted about its pivot longitudinally or latitudinally by different portions of the mechanism. The lateral movement is trans-

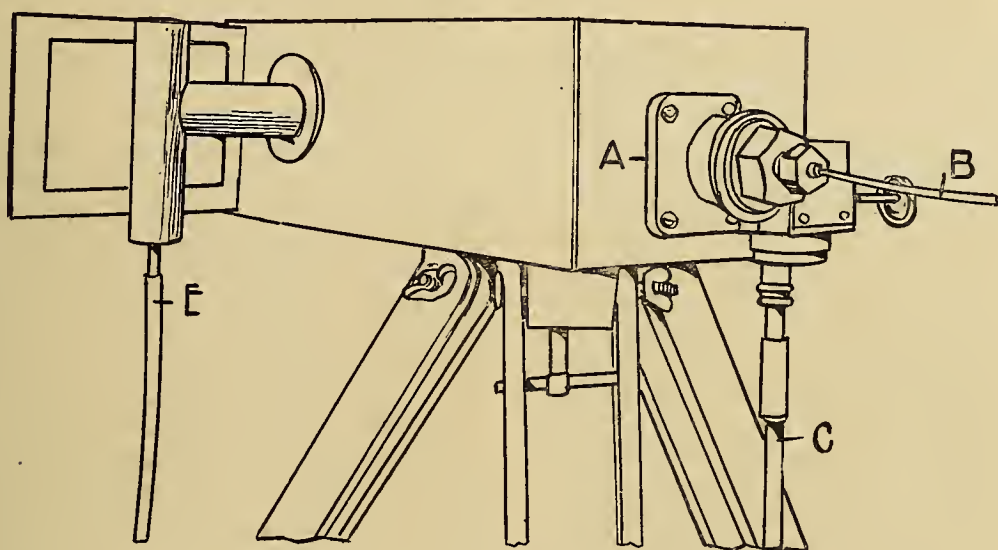


Fig. 1.

description of the Carpentier-Hospitalier Manograph, a totally new form of instrument for taking internal combustion motor indicator diagrams.

That this fact is far from being appreciated by the average owner of a car and probably by not a few manufacturers as well, forms an eloquent testimonial to the extraordinary success of such engines in practice, and suggests, moreover, an explanation as to why some engines work very much better at times than others, as well as why some engines give very much better results than others of the same size. It is almost beyond the power of the human mind to clearly grasp the order and rapidity of the operations that actually take place within the cylinder when running at the speed referred to above; that is, about 1,200 revolutions per minute, but it is easy to realize that a minute inspection of every part, coupled with the exercise of a vigorous imagination, is necessary in order to study out ways and means of securing better results. Endless and complicated calculations have been found necessary to determine by theory the correct dimensions and "set" of the various parts, so that the liability to error may be appreciated. Everything occurs in such an extremely short period of time, temperatures and pres-

would be impossible to know whether further improvement might reasonably be looked for or not. Mechanical records showing precisely what has been going on inside the cylinder while the engine is in operation are naturally the only sure method of ascertaining the cause of faulty action and the means of remedying it. But it has been found extremely difficult to make accurate indicator diagrams from engines running at such high speed. Indicators made for steam engine use, however delicately constructed and adjusted, have fallen short of fulfilling the required conditions in that their moving parts are too heavy to act properly at such speeds, both because their inertia has prevented them from getting under way sufficiently fast and because their momentum has caused them to travel too far. Distorted and misleading diagrams have consequently been the result, so that the value of such observations has been very small, if, indeed, they have not been worse than useless.

Although it gives a diagram of exactly the same nature, the Manograph forms a radical departure from the stereotyped instruments generally employed for this purpose. Both the weight of the moving parts as well as their range of travel has been reduced to a minimum. The pencil and paper of the or-

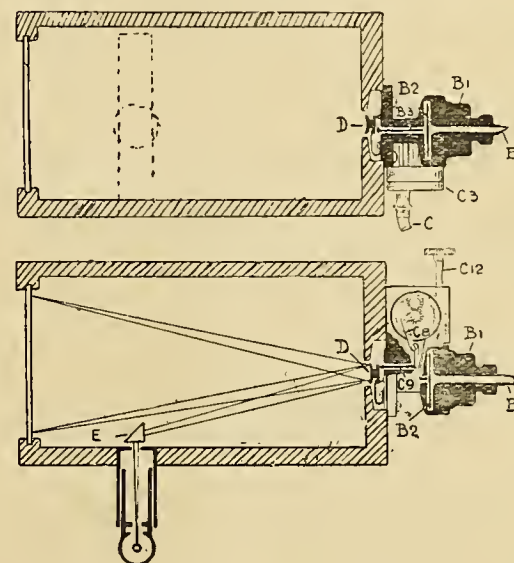


Fig. 2.

mitted to it by the crank shaft of the engine undergoing the test through the agency of a flexible shaft, and is so arranged that the horizontal beam of light which it causes to traverse the screen corresponds with the forward and backward movements of the piston in the engine cylinder. This beam of light consequently follows the movement of the piston in the manner that the paper does beneath the pencil of an ordinary indicator. The pressure in the combustion chamber serves to give the mirror its longitudinal movement through the mechanism in the instrument which forms part of the apparatus. For this purpose it is piped to the engine, and variations of the pressure cause the mirror to move the beam of light in a vertical path up and down the screen; hence the position of the latter corresponds to the pressure in the cylinder, in the same manner that the vertical position of the pencil does in the ordinary indicator. From this it will of course be plain that the mirror moves in both planes simultaneously and the beam of light accordingly "draws" a diagram of the usual type on the screen.

When the engine attains sufficient speed the complete diagram is reproduced so quickly on the ground glass screen that it is rendered visible in its entirety, and the re-



tina receives a complete image—the diagram standing out as though formed by lines of light. It is thus possible to watch all the changes that may be taking place in the cylinder as they actually occur, although of course by this method no permanent record is produced and the memory must be relied upon to preserve the result. However, by substituting a photographic plate for the ground glass, which is subsequently developed by the usual process, the records may be perpetuated. Photography is also resorted to where the speed of the engine is not sufficiently great to permit of an accurate conception of the diagram being formed by the unaided eye.

The complete instrument, mounted on its tripod, is shown in Fig. 1, and resembles a camera somewhat in appearance. The body consists of a light rectangular box, all moving parts of the mechanism being centred in the attachment A. At the other end of the box is the ground glass screen partly withdrawn in order to be visible. This also forms a holder for photographic plates as in an ordinary camera. The instrument is self-contained and may be set up near the engine to be tested, the necessary connections being shown at B, which is a small tube to be connected to the combustion chamber of the cylinder, the flexible shaft C terminating in a taper plug for coupling to the end of the crank shaft, and the rubber tube E connecting the generator to the acetylene burner in the lamp shown just a short distance in front of the screen.

An idea of the working of the instrument may be obtained by reference to the sectional drawings shown. The light of the acetylene flame is immediately opposite a minute hole in the centre of a disc which would otherwise completely close the telescopic tube connecting the lamp to the case of the instrument. Only a thin thread of light is therefore admitted into the case, and this is directed upon the prism E. The position of the latter is adjustable and its function is to concentrate the shaft of light on the mirror D, from which it is reflected on to the screen, the convex surface causing the rays to converge to a point. Normally the position of the mirror is such that the beam of light is thrown on the screen about three-quarters of an inch above its lower edge, the two movements which the mirror undergoes causing the point on the screen to travel back and forth and up and down anywhere within the range afforded by the area of the ground glass.

The functioning of the entire instrument centres in the mirror, so an idea of the working of the latter is necessary to an understanding of the use of the Manograph. D, the mirror, is balanced on a small stationary pin. The bracket in which the latter is formed is triangular and rigid with the mirror. The two projecting arms of this bracket rest upon movable pins which are normally prevented from tipping the mirror about its fixed fulcrum by means of springs pressing down upon them. These pins may both slide

longitudinally in the holes through which they pass in the casting A1 (fig. 2), and they are specially shaped and carefully placed with relation to the shape and position of the arms, so that the movements of the mirror shall correspond to their own backward and forward travel. One pin controlled by the pressure in the engine cylinder causes the up and down movement of the mirror, and the other is given a reciprocating motion exactly following that of the piston in the cylinder. A diaphragm, the outside face of which is in direct communication with the combustion chamber of the cylinder and its variations of movement corresponding to the rise and fall of pressure are communicated to the mirror by a pin, B3. The movements of the diaphragm are naturally not exactly proportional to the pressure, a correction being made for this by shaping the inner end of the pin so that it varies the effective length of the lever arm.

The pin C9 moves back and forth against the spring C10 by the crank and connecting rod C8. The crank pin has but a very short throw, and the length of the connecting link bears the same relation to the throw of the crank pin that the length of an ordinary connecting rod does to the throw of the crank shaft on the average gasoline engine. As a result, the pin C9 is compelled to reciprocate in synchronism with the engine piston, causing the beam of light to do likewise on the screen. It is obviously necessary that the beam of light should arrive at each end of its range of travel across the screen at exactly the same instant that the piston completes its inward and outward strokes. Accordingly, in order to insure means of bringing the movement of the mirror into synchronism with that of the engine piston without disturbing the connection of the flexible shaft and the crank shaft, means are provided for throwing the pin actuating mechanism of this part of the apparatus out of action through the agency of a small clutch. Synchronism of the two is then obtained by using the hand adjusting screw C12. This is readily done accurately in practice by retarding the ignition and watching the shape of the diagram; the completion of the compression stroke can be recognized on the screen and it can be made to occur in the proper place with reference to the working of the instrument.

Compiled data is supplied by the makers of the instrument, showing the relation between vertical deflections of the beam of light and pressures on the diaphragm, thus enabling any diagrams that are obtained to be redrawn accurately for the purpose of calculating indicated horsepower when required. The data are, however, primarily intended for the purpose of permitting the records to be measured for pressure.

#### Hail! the Motorcycle Chest.

Not even the most imaginative of press agents was keen enough to discover "motor bicycle chest" as another and most convincing argument why the public should invest in

a particular make of machine, but the new recommendation belongs equally to all kinds of motorcycles except those that do not go, so probably there may be some bright mixer of stories and advertising that knew of this all along, but did not think it worth while.

The story came out in this way: While in the throes of being measured for a suit of clothes the tailor suggests to his customer:

"Been taking a lot of exercise, Mr. Blank?"

"Why, no," replies the customer. "What makes you think so?"

"Because your chest is fully two inches larger round than it was last year," remarks the tailor, again asking if he had not changed his habits in some way or other.

Again the reply was in the negative, but the customer admits to having done considerable riding a motor bicycle, adding: "But there's no exercise in that, and particularly nothing to expand the chest."

Then the tailor speaks his little piece and announces the discovery up to which he has been leading.

"Motorcycling," he declares, "is exercise, and its effects are particularly noticeable in increasing chest measurements. I've seen it in a number of my customers, who don't indulge in athletics as ordinarily understood, but who do a great deal of riding on motor bicycles. Apparently it's the effort required to breathe rapidly moving air, and the purity of the air may have something to do with it."

#### Educating the London Coppers.

London's bicycle policemen are rapidly being converted into chauffeurs in order to qualify them for the duty of efficiently applying the law in regard to the rules and regulations for automobiles and motorcycles. It was recently decided that such policemen as were appointed for this purpose should pass an examination of a practical nature in regard to their knowledge of such duties. The curriculum consisted of placing an automobile in charge of the aspirant for honors and compelling him to show his knowledge of how to run it under crowded traffic conditions to the satisfaction of a number of judges. Something like two to three hundred of the "soiclin' bobbies" will take the "exams."

#### Munich's Motorcycle Fire Patrol.

Germany is experimenting with a motorcycle intended for use by the fire department of Munich. It is constructed to carry two men and is similar to the old tricycles used before the safety bicycle came into vogue. It is steered by the man in front, leaving the other fireman to devote his attention to the engine. It is designed for use as a chemical engine, being able to make quick runs to fires and often put out the blaze before the big apparatus arrives.

A news item from Ogden, Utah, states that the extent of business in Judge Murphy's court one day last week was fining five cyclists for violating the sidewalk ordinance. The town's treasury has thereby been enriched to the extent of \$5.



## ABOUT THE UNICYCLE

### The Never Ending Effort to Attain the Impossible and What it Implies.

It is one of the most surprising traits of human nature that leads man to be forever seeking the impossible, or, if not as bad as that, the utterly impractical. During the height of the running of what has come to be known as the "bicycle fever" the patent gazette chronicled the invention of at least one new species of unicycle per week. The time was likewise the height of the inventive fever for anything that was in the most remote way connected with the bicycle, and the patent records were overwhelmed with devices, most of them of extremely questionable value, that had to do with the cyclist or his mount. The extent of these inventions was such that the amount of space now required in the official record of patents for such phantoms as the non-refillable bottle and the like are a mere bagatelle compared with the portion of that publication that was perforce devoted to the perpetuation of these strokes of genius—on paper.

The unicycle is one of those will o' the wisps of which a pair of each sex was taken into the Ark with Noah and the rest of his family. It is universally agreed that Noah took along some exhibits that could have well been dispensed with by succeeding generations—in fact, humanity would have been considerably better off without them. There is no present necessity of cataloguing some of these unwelcome guests that have since flourished and multiplied exceedingly further than to mention the fact that the unicycle bug must have been one of the number. Its pedigree is, to tell the truth, lost in the maze of ancient history; it has existed from time immemorial, whence the memory of man runneth not to the contrary.

But it is not particularly necessary to look backward or forward, for in the Chinese coolies' wheelbarrow, with its single large disc rising out of its centre, and the Korean royal equipage in which the occupant sits directly over its single rotating member, may easily be recognized the prototypes of many of to-day's attempted unicycles. There is this vast difference, however. The Chinaman's wheelbarrow and its like are established institutions of some four thousand or five thousand years' standing; it is immaterial just exactly how many, but in all that time the device has never refused to work, for the coolie could not afford to quit pushing. Human life is cheap, and the high caste "heathen Chinese" thinks nothing of chopping off one slave's head for disobedience and getting another; coolies are extremely plentiful in the land of rice and ancestors' graves, and it is indeed a thirty-cent mandarin of the laundry variety who cannot afford two to fan him while a third pushes. The annual mileage of some of the Chinese unicycles would put aspirants for similar

honors in this country to the blush, despite the fact that they have two wheels and pneumatic tires to do it on, not to speak of good roads which are unknown in China. The Chinaman is nothing if not conservative, and the one wheel outfit which you can never be sure is coming or going was the adoration of his ancestors for many dynasties back in the dimness of time, so he adores it likewise, as does the English son reverence the machinery that his father put in the factory before he was born. Surely there can be nothing better than what was the admiration of the ancestor and so admirably met his needs!

There is not a great deal of difference noticeable in the creation of the average present day inventor who has the unicycle bug



NEW YORK BRANCH 214-216 WEST 47TH ST.

and that of its archetype, the Chinaman's wheelbarrow. To be sure, the "heathen Chinese" never indulged in any such fool notions as trying to make the wheel of his conveyance large enough to get inside of and run away with it sitting down, as the Irishman described riding a bicycle, instead of staying on terra firma and pushing as all good Confusians before him had done. Probably this is why he collectively and individually showed such marked antipathy to the bicycle itself when it first appeared in the Flowery Kingdom. He must have regarded it as an attempt to put his own time-honored invention on the shelf, so that it was suicidal for a "foreign devil" to venture outside the walled limits of any Chinese town in which permission to exist was granted them when on a bicycle, and more than one narrow escape from death at the hands of a band of fanatical coolies marked the introduction of the wheel. As for John riding it himself, that was a little too much; his only desire was to smash it with whatever rode on it. The latter was not considered human in many parts of the Far East, as witness

the picking off of Frederic Lentz, the bicycling world tourist, by a plainsman who mistook him and his mount for some weird animal.

Coming back to the present century and some of the unicycles it has produced, there is a sameness to their beginning and ending that makes a review of them monotonous reading. "I came, saw and dropped back to earth" might epitomise the rise and fall of the unicycle idea in many of them, but there are some of them that do not rid themselves of the germ after many falls. The feasibility of the rolling hoop idea was first practically established in the bicycle, but experiment has shown that one wheel will do as well as two, in case the rider is sufficiently expert to preserve the centre of gravity and still attend to such small details as propelling the device and steering. Inventors generally have recognized the centre of gravity part of the scheme, and have accordingly usually hung the rider in some sort of a bucket seat suspended from the axle and inside of a wheel of such dimensions that nothing short of the scenery door of a theatre would admit it. So far so good; the seat and a method of preventing it from running round with the wheel, as well as pedals, sprockets and chains or some form of gearing, have been provided; even handle bars are not missing, so that the one wheeler is complete and up to date in all respects, not omitting a pneumatic tire and wire spokes. Of course, that tire only represented about thirty feet of rubber tube to cement on the rim, blow up and other little things, and, besides offering an attractive mark for the wayside tack, it was the equivalent in price of about two high grade bicycles, all on. But let that go.

A sage one has philosophized that "taking a bull by the horns is all right and makes quite a gallery play, but when it comes to letting go the taker is inclined to the opinion that the other end might have done just as well." And this is where the unicyclist inventor has invariably gone wrong. He has provided the wherewithal to go, and when some sceptic with ill-concealed mirth in the corner of his eye steps up and innocently asks, "Will it go?" he is ready to climb in, and with the aid of a friendly push-off—even a bicyclist needs that sometimes—he will show how it rolls. And, like the bicycle, as long as it rolls it stands upright; with a little practice even the novice can make a presentable showing at riding one wheel—for a hundred yards or so. But "Will it go?" is only a teaser, for then is made apparent the diabolical purpose of the sceptical one. He next says "Will it stop?" and "What are you going to do when, having attained to the great rate of speed for which the unicycle is noted—thirty to fifty miles, without effort, is the inventor's conservative estimate—it becomes desirable to call a halt for sundry reasons, such as the appearance of a drove of cows in the road or a railroad train on the crossing? Such questions are positively embarrassing, and this is where the inventor should clap his hand to his brow and exclaim "Woe is me; I am undone." He then retires to meditate and resume the gentle art of inventing automatic churns to be worked by the swishing of the cow's tail or tries his hand at the non-refillable bottle, lamenting the while the loss of his good coin on the unicycle, the wreck of which he keeps as a souvenir back in the barn, together with the doctor's bill for doing the repairs on himself. But such is human nature.



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In the Endurance Contest, three Yale-Californias started and all finished inside the time limit.

In the 25-Mile Road Race, two Yale-Californias started; they finished second and fourth.

In the One Pint Economy Test, they finished second, third and fourth.

It is consistency of this sort that has made the reputation of the Yale-California, which, by the bye, is the only motor bicycle that has ever crossed the continent. It is one, too, which will repay study and inspection. It fairly bristles with original features. Why not study up?

CONSOLIDATED MFG. CO., - - - - Toledo, Ohio.

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# PIERCE BICYCLE

It is the result of well sustained quality on the part of both  
man and machine—the quality that appeals to thinking men.

THE GEORGE N. PIERCE CO., = = Buffalo, N. Y.



**Huret Comes to Life Again.**

Huret, the famous old French rider, has announced his intention of going for the twenty-four hours' record. It will be remembered that Huret's career came to an abrupt end just three years ago, when he met with a bad fall on the Parc des Princes track, in Paris, and broke his left ankle. After remaining in the hospital for over three months, he came out, but it was then understood that he was never to ride a bicycle again. However, Huret now states that it is his intention to train again, with a view of attacking the twenty-four hours' record and putting up a ride which will "surprise the world." The trial is to take place early next season, motor pacing being employed. The figures, with this style of pacing, now stand at 634 miles, held by Walters, and Huret's aim is to reach 1,200 kilometres, about 750 miles.

**These Thieves Threw Away Frames**

There's kleptomania in the air of Buffalo, N. Y., and the persons with propensities for acquiring things without the usual legitimate method of offering something in return seem to have a penchant for stealing bicycles. It is safe to say more cycles have been stolen in and around Buffalo this year than in any other city in America. The most recent signatures to be placed on the police blotter are those of Eugene Bodens, Elmer Sharpe and August Craemer, who were arrested this week by Detectives Zimmerman and Shook. The detectives say the criminals confessed to having stolen twenty-six wheels, twenty of which they are said to have thrown into the canal after removing pedals, wheels and handle bars. Sentence has not yet been passed.

**Penns Name their Nominees.**

The following officers have been nominated for the Penn Wheelmen, of Reading, a.: For president, Bolke Luerssen, and Oliver M. Wolff; vice-president, Miller Deem and Walter Greth; recording secretary, Daniel Yost and John Bowers; financial secretary, W. S. Copp and Win Loose; treasurer, W. G. Rees and Ray Schlechter and W. W. Schmehl; captain, John J. Strickland and R. C. Pottelger; directors, C. G. Willson, A. J. Geiger, W. G. Rees, Fred. Ermentrout, O. M. Wolff, Ed. Marks, John Deyser, Walter Greath, Charles Seyfert and Miller Deem; color bearer, H. N. Dickinson and John Snyder; first lieutenant, Ed Marks and Charles Dysert; second lieutenant, George Weitzel and David Ermentrout.

**When a Bicycle Is a Carriage.**

That old question, whether a bicycle is a carriage under all circumstances, has been revived in a new form in the "tight little isle," where, at Wicklow, a man was charged with the offence of being drunk when in charge of a bicycle. For the defence it was contended that this was not an offence known to the law, but the prosecutor pointed out that cases were frequent of persons being

fined for being drunk when in charge of a carriage, that a bicycle was legally a carriage, and that a drunken cyclist formed a danger to the community which should be guarded against. The magistrate thought so, too, and the cyclist paid "one pun" for his "jag."

**Carritt Organizing his F. A. M. District.**

Vice-President Carritt, in charge of the Eastern District of the Federation of American Motorcyclists, has begun to thoroughly and properly organize the territory under his control. His first move was the appointment of E. W. Goodwin, of Brooklyn, N. Y., as district secretary, and together they are now selecting the best men for State representatives. The Eastern District has a snug cash balance to its credit, which Vice-President Carritt states will be expended in answering the What-do-I-get-for-my-money question.

**Motorcyclist Mulcted Large Sum.**

Michael Greely, of Danbury, Conn., has won a suit against Ira P. Hallock, of Philadelphia in the United States District Court for the Eastern District of Pennsylvania, getting a verdict of \$3,750 damages for injuries. Hallock west to Danbury on August 8, 1904, on his motor bicycle, and on a country road met Greely, who was driving a high spirited horse. The horse became frightened and Greely was thrown out and badly injured. The suit followed.

**California Chooses Officers.**

The California Cycling Club, of San Francisco, held its annual election last week, at which the following officers were chosen to look after the club's interests for the ensuing club year: President, M. J. Madsen; secretary, Robert J. Wahl; auditor, L. Hobbs; captain, William Mills. The directors, including the officers and J. J. Barnes, E. A. Mitchell and J. Frazer, were elected some weeks ago.

**Tackling the Baggage Question.**

The national officials of the Federation of American Motorcyclists have made the first move toward having the railroads carry motor bicycles as baggage. The matter is one that requires delicate handling, but the prospects of at least obtaining an entering wedge are reported to be excellent.

**Capitol Files Life Certificate.**

The Capitol Bicycle Club, of Washington, D. C., has placed a certificate on record making its existence perpetual. It was a famous organization in the old days, and, although now rather a high class social club, it evidently is proud of its name.

**"Motorcycle," not "Autocycle."**

The Waltham (Mass.) Autocycle Club has "seen the error of its way" and has changed its name. It is now the Waltham Motorcycle Club.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York.

Of course, the

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# THE WINNER'S RECORD:

**190 MILES FOR 47 CENTS.**

(Five quarts, one ounce of gasoline; one pint of lubricating oil.)

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**How can any thinking man select other than an Indian?**

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15 cents per line of seven words, cash with order.

**WANTED**—Second-hand Indian Motorcycles; I also want the trade of motorcyclists everywhere for supplies, ammeters, hydrometers, stands, spark plugs, belt hooks, chain links, batteries and everything else. F. B. WIDMAYER Motorcyclists Supply House, 2312 Broadway, New York.

**MOTORCYCLE BARGAINS**—1 Indian, 1904, \$125; 1 Rambler, 1904, \$125; 1 Rambler, new, shop worn, \$150; 1 Merkel, \$75. A complete stock of Indian and Rambler parts on hand. Reliable repairing by competent mechanics on all makes of machines. TIGER CYCLE WORKS, 782 Eighth Ave., New York.

**TWO** Second Hand Indian Motorcycles, guaranteed; perfect condition; new bushings; all improvements; \$125.00 each. New Model A Columbia; \$125.00. New 1904 Rambler, \$150.00. Four H. P. Mitchell, \$75.00. F. A. BAKER & CO., 1080-82 Bedford Ave., Brooklyn; 20 Warren St., New York.

**1905** Indian Motorcycle; Double Grip Control; only used two months; guaranteed in first-class condition; \$150 takes it. C. H. KUTTLER, P. O. Box 324, Dubuque, Iowa.

**FOR SALE**—Indian Motorcycle, 1905. \$165; Merkle, 1904, \$100. Need cash. B. C., care of BICYCLING WORLD.

**WANTED**—Second hand motorcycle for cash. Must be a bargain. B. G. RAYMOND, St. Cloud, Minn.

**COLUMBIA MOTORCYCLE**, \$65.00. Model A, improved. Good running condition. New Splitdorf coil, Kingston carburetter, Autocell battery. This is a bargain and will not be advertised in this paper again. I have made the price low because I need the money. H. C. BICKLE, Memorial Hall Bldg., Chardon, O.

**A SNAP**, 1904 Indian, fine condition, tires good as new, \$80.00. Must sell at once. H. C. JAMES, 612 Deseret News Bldg., Salt Lake City, Utah.

**FIRST-CLASS** 1905 Indian Motorcycle for sale; cheap. WILLIS F. SLADE, 14 Florence St., Yonkers, N. Y.

**WILL SELL** best located, best paying, all year around bicycle business in the South. Can be bought for cash; six months profits will pay for the investment. It is the good old '90s again. Reason for selling, going into larger business. Address W., care of Bicycling World, Box 649, New York.

**BICYCLE TIRES**—4000 pairs of high-grade seconds, \$2.00 a pair. Write for sample pair at the above price. CHAS. E. MILLER, 1235 Meridian St., Anderson, Ind.

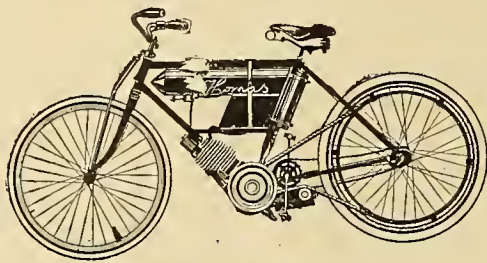
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There is nothing that gives more value for  
the money than the use of the

## MORSE TWIN ROLLER CHAIN



NOISELESS IN MUD, WATER OR  
DUST AND ALWAYS EASY RUNNING.

The only chain having Frictionless  
Rocker Joints. Insist on having the  
Morse Twin Roller. Fits regular  
sprockets.

Send for Catalogue and  
Trade Price to

Morse Chain Co., Trumansburg, N. Y.

### The Week's Patents.

801,580. Attaching Collar for Pneumatic Tires. Jules C. N. Foulloy, Paris, France. Filed February 20, 1905. Serial No. 246,588.

Claim.—1. The attaching collar for non-slipping protecting devices of pneumatic tires of any not cemented systems, comprising a leather piece having in its centre an opening corresponding to the spoke of the wheel, such leather piece being strengthened by a metallic part, and carrying hook with spring fastenings, intended for holding the attaching rings to the non-slipping protection device, substantially as one subscribed.

801,741. Fork for Bicycles. Miles McIntyre, Canyonville, Ore. Filed September 29, 1904. Serial No. 226,559.

Claim.—1. In a device of the character described, the combination with a fork, of an arm pivoted to said fork and having a bearing intermediate thereof for the shaft of a wheel, a link pivoted to the other end of said arm, and a looped spring pivoted to the outer end of said link and to the fork.

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Thor Motor and Parts for Motorcycle and  
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# The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LII.

New York, U. S. A., Saturday, October 28, 1905

No. 5

## WHY THEY ARE CHEERFUL

**Two Tradesmen Render Reports that Cast Rose Hues on the Situation.**

"What do I know?" repeated E. E. Buffum, sales manager of the Consolidated Mfg. Co., Toledo, Ohio, when that familiar question was put to him on Tuesday last. "Well, I know that not for a good many years has the bicycle business been in such splendid shape. It is easier to sell bicycles and more of them and with less haggling about price than it has been for a long, long time."

Buffum was in New York at the time, after having made several stops enroute from the factory at Toledo. With him at the time was Frank C. Cornish, the company's Eastern representative, who had already covered a lot of ground in this part of the country.

"That's right," he chimed in. "It is almost a pleasure to sell bicycles nowadays. The men you call on are really glad to see you. They are almost as anxious to buy as you are to sell. There are mighty few of them who are carrying over any old stock. Nearly all of them not only want bicycles, but need them. Men who have been in the habit of carrying over forty or fifty machines have less than a dozen on hand. Others who have carried over a dozen have but one or two or none at all in stock. I can't recall when I saw the market so clean."

## Greece Raises its Rate.

Hitherto the import duty on cycles into Greece was fixed at \$2 per machine, but the State wants more money, and among the articles which have been placed under an augmented contribution are cycles, the import duty on which has been raised to 20 drachmen (\$3.85) per complete machine.

## Racing Man Becomes Dealer.

Arthur Mitchel, the professional bicycle rider, who failed to amass a fortune on the Eastern tracks this season, and who returned to his home in New-Orleans, La., thoroughly disgusted with "Yankee tricks," has gone in for the paying side of the busi-

ness. He is now established at 1,430 Canal street, as the Mitchel Cycle Co., and in a letter to the Bicycling World states that he is doing "an excellent business."

## Pope Sells Providence Branch.

The Pope Mfg. Co. has discontinued its branch at Providence, R. I. Its effects, which included some six hundred bicycles and a large stock of accessories have been purchased by the Shepard Co., of that city, who will hereafter have the agency for the Pope bicycles. The Shepard Co. is a large concern, which has handled bicycles in rather a small way, but which will now very considerably enlarge its interests in that direction.

## Fosdick Gets F. N. Rights.

The Harry Fosdick Co., automobile dealers in Boston, Mass., have secured the American rights of the F. N. four cylinder motor bicycles; they have one or them in stock. The machine, which is of Belgian manufacture, was illustrated in the Bicycling World several months ago. It employs shaft drive, and, despite its multiplicity of cylinders, is rated at but 3 horsepower.

## The Retail Record.

Sterling, Ill.—Roy B. Lauer, removed to Galt Building.

Quincy, Mass.—John H. Gill, burglarized; loss, \$150.

West Palm Beach, Fla.—J. W. Harper, removed to Stowers Building.

Springfield, Mo.—Thompson Bros., burned out; loss \$2,000; no insurance.

## Saunders in a Corporation.

H. Clark Saunders, one of the largest dealers in New Brunswick, N. J., has incorporated as the Middlesex Motor Co., with \$50,000. As heretofore, however, bicycles and motorcycles will be carried. Louis A. Voorhees and Charles A. White are the other corporators named in the certificate.

## Phillips to go it Alone.

Phillips & Hamilton, who have been manufacturing the Holley motor bicycle at Bradford, Pa., have dissolved partnership, Hamilton retiring. The business will be continued by F. J. Phillips.

## PROSPERITY IN FIGURES

**Annual Balance Sheets that Show Extent of England's Revival of Trade.**

The real extent of the renewed prosperity that marked the British cycle industry during the current year and of which much has been written, is now becoming apparent. The annual balance sheets that are now being filed in compliance with the law are disclosing the actual figures, which heretofore have been lacking. None of the bigger and better known bicycle manufacturers have yet made their reports, but as several of the smaller ones and also three of the chief makers of parts and fittings are included in the first batch that has seen the light, a good insight into what is to follow is obtained.

Of the various houses which boast the greatest harvest and counts its net proceeds for the year at a figure more than \$150,000 greater than those of its nearest follower is the Birmingham Small Arms Company, which reports a net trading profit of \$392,843.79, which, counting in the interest on investments and the amount brought forward from last year, makes a total surplus of \$414,837.72, which is an improvement of no less than \$151,920 over the trading profit of last season. A falling off in the amount received from investments, and the fact that the amount brought forward was less than formerly, reduces this somewhat, but leaves an available surplus of \$411,575 better than last year. A final dividend of 5 per cent is being paid on the common share, which amounts to 10 per cent for the year, which, taken together with the bonus of \$1.25 per share which also has been declared, makes an equivalent of 15 per cent in contradistinction to that of 12½ per cent declared last year.

This showing is all the more significant because of the commencement of the year it was predicted that the great run in low priced machines would inevitably shut out the small makers who had to buy their parts from such houses.

These returns, however, must be considered in light of the fact that the company



reaps a part of its gains from the manufacture and sale of rifles and small arms. It is stated, however, that the bicycle parts business has during the year furnished the greater portion of the profits.

Next in order of gain is another fittings house, the Eadie Manufacturing Co., Ltd., of Reddich, whose figures speak of \$235,660 worth of good business, after a liberal depreciation factor has been taken into account. This is something like \$82,235 better than the result of last year's trade, and, with the balance brought forward, allows of an available surplus of \$321,565, which is disposed of by allowing 7 per cent on preferred stock, 10 per cent on the common stock and a bonus of 10 per cent on the common, or \$133,740 in dividends, \$75,000 placed in the reserve fund and \$112,825 carried forward.

That the business is on a remarkably solid basis at the present time is shown by the balance sheet, which reveals a summary of liabilities amounting to \$821,315 in all, while the total assets mount up to \$930,420, an excess of \$109,105. The rate of progress for the last three years is indeed most noteworthy:

Year.	Profit.	Div. on stock. Pr. Ct.	Div. on preferred. Pr. Ct.	Reserves.	Carried forward.
1903..	\$73,460	6	7	\$50,000	\$67,655
1904..	153,425	12½	7	50,000	85,905
1905..	235,660	20	7	75,000	112,825

At the present time, according to the report, the works are running from 6 o'clock in the morning till 9 at night, and every department is busy, which is all the more remarkable since this is usually the slackest time of the year. It is proposed to increase the factory facilities, the expense coming out of the current profits, in order to cope with the growing demand for the company's products, a move which is apparently sanctioned in no small degree by the fact that the output for the month of September was nearly double that of the corresponding period last year.

That the market appreciates the good standing and prospects of this Eadie business is evident from the fact that during the last twelve months the shares have risen from a quotation of \$6.62 to \$9.18, a gain of 38 per cent.

Another concern which has made a good showing during the current year is Brampton Bros., Ltd., whose product, chains, pedals and hubs, has probably suffered more than any other. The report shows that, notwithstanding the heavy odds, the year's work has been fruitful, as, indeed, it is the most satisfactory which has been laid down since the early days of the business, when profits were more easily made. The statement credits the firm with a net gain of \$45,845 over all, as compared with \$28,105 a year ago. Of the dividends, 4 per cent goes to the common stock, against 2½ per cent last year; 6 per cent goes to the preferred stock, \$10,000 is placed in the reserve and the balance of \$6,155 is carried forward to next year's account. These results are exceptionally pleasing to the managers of the firm on account of the depredations which the price cutting war has made upon the line, and which for a time seemed to be about to en-

gulf the whole trade in most desperate entanglements.

One of the first of the reports to be rendered was that of one of the lesser makers of the Midland section, the James Cycle Co. This house has not been in smooth water for a number of years, statistics running back to 1900 failing to show any dividend since that year. This season's trade has been to considerable advantage, however, as is shown by the fact that their shareholders have been accorded a very modest, but none the less acceptable, return of 2½ per cent on their investment. The returns were such as to enable the directors thus to award some \$6,250 to the stockholders, \$1,000 in directors' fees, to place \$3,000 in reserve and to carry forward the helpful amount of \$10,500 to next year's account.

A couple of years ago, when storm clouds hung low on every hand, the directors of this house decided to cut the price of their machine to \$42.50, when none of the other leading firms had dropped below the \$52.50 mark. At that time it was generally conceded that the capacity of the factory was not sufficient to enable the firm to produce a sufficient number of machines to repay the loss per machine. Time has proven, however, that the judgment of the heads in charge was correct, for the step has undoubtedly been the salvation of the business. A most important factor was also the reputation for high grade workmanship which the James bicycle has always enjoyed, and the fact that its quality was not seriously cut with the price.

The report of the Enfield Cycle Co., Ltd., of Reddich, shows a profitable year's business from every viewpoint. The number of machines made and sold exceeded that of any previous year, and the profits recorded are greater than any made during the last eight years. After making an allowance of \$41,820 for depreciation, and also crediting a considerable sum to the development of the motor car department of the business and for directors' fees, the net profit of \$63,080 is recorded, an increase of \$5,935 over last year's returns. This, with the amount brought forward from last year's account, leaves a net surplus of \$91,335 to be split up into the usual dividend of 7 per cent on the preferred stock holdings, another of 6 per cent on the common stock, or \$63,080 in all; \$25,000 to the reserve and \$28,020 carried forward. The stock quotations have kept pace with the increased valuation of the business, having risen within the year from \$2.75 to \$3.62.

The affairs of the Crabbe Brake Co., Ltd., of Birmingham, make a less favorable showing than that of any of the houses thus far quoted, owing to the circumstance of excessive competition. The returns for the year ending June 30, which is the end of the fiscal year, show a decrease of \$8,720 over the returns of last year, the actual net profits amounting to \$10,410, out of which a dividend of 5 per cent instead of the usual 10 per cent is to be paid, which will absorb a

sum of \$8,750, and out of the remainder, \$1,750 will be charged to "additional outlay, goodwill, patent rights," etc., leaving but \$576.16 to go over onto next year's account. In justification of the disappointing results which they have to present the directors plead simply the fact of the increased competition in this line of the trade.

The Raglan Cycle Co., of Coventry, is the first bicycle making concern to report a decreased profit. They made what in this country are termed "jobbing bicycles," and that that nameless or many named article is not in high favor seems to be indicated by the net profit for the year ending August 5, \$5,535, which is \$1,845 less than the corresponding figure for last year. A little satisfaction is held out to the investors in the fact that the debentures have been reduced by \$50,000 during the year, outstanding investments to that amount having been called in for the purpose.

The Bown Mfg. Co., Ltd., of Æolus Works, Birmingham, seems to be undergoing a progressive movement which augers well for the future. In the early years a successful exploiter of the Æolus ball bearing patents, strong competition forced it down until, after a period of fruitless reorganization and poor management, it went to the wall. Then a second reconstruction took place, and the result has been more than satisfactory. Although the full report of the company's standing is not forthcoming, it is known that at a recent meeting of the stockholders a dividend of 17½ per cent was declared on all stock, and that the sum of \$2,175 was credited to the reserve fund.

Another firm whose business has been such that not simply have its shareholders been given a substantial return for their money, but which has experienced a considerable appreciation in the open market, is the New Hudson Cycle Co., of Birmingham, whose shares have risen from \$2 to \$5.50. The standing of this house is on a very sound basis, the balance sheets showing a volume of assets sufficient to pay something like \$1.15 on the dollar. The wind-up of the season's business shows an ability to pay a dividend of 10 per cent on the ordinary stock, which is double the usual amount.

#### Tires Made of Cotton.

A machine is said to have been invented for manufacturing cotton bicycle tires. They are woven somewhat after the manner of making lampwicks—that is, in an endless tube, except that the finished tire is much heavier and of a closer texture. They are said to resist a pressure of six thousand pounds to the square inch.

#### 15 Per Cent for Acme Creditors.

The trustee of the Acme Cycle Co., Elkhart, Ind., which went under about three years ago, has rendered his final report, which shows \$5,000 on hand for distribution to the creditors. It will permit of a dividend of about 15 per cent.



## PISTON DISPLACEMENT

### How it is Reckoned and its Value in Equalizing Motorcycle Competition.

It is perfectly apparent that wholly apart from the rating which the manufacturer gives to a motor, which may be anything from the power which the motor is theoretically supposed to do to what it will actually do, its capacity for work is limited by the size of the cylinder. That is to say, if two motors having the same bore and stroke develop different power, the difference, other things being equal, is due to more perfect design and workmanship in the case of the stronger, since common practice in design has narrowed down all the other factors which enter into the construction of the machine and made them hinge about the two dimensions of the cylinder. Also it is true that two motors the dimensions of which are not the same, but which have the same piston displacement, should be capable of producing an equal power, granted that they are constructed along standard lines.

Piston displacement, though it has rather a formidable sound, and though from that very fact it might tend to repel the ordinary man whose work is not purely theoretical, is in reality nothing more nor less than the amount of cylinder volume which is swept over by the piston at every stroke, or, in other words, it is the product of the area of the cylinder by the length of stroke.

No obtain it it is simply necessary to multiply the bore by itself and multiply the product by .7854 to get the area of the cylinder, and to multiply this product again by the stroke. Thus, to take an example, suppose the case of a motor having a bore and stroke 3x2 19-32 inches, the displacement would be equal to 3x3, or 9 times .7854, which is equal to 7.068, or the area, which, multiplied by 2.59375, the stroke expressed in the demical form, gives the product 18.3292, or, roughly speaking, 18 1-3 cubic inches, which is the displacement.

Since two motors of the same capacity may be placed in machines of different weights, and since this fact and the difference in weight of the riders of two otherwise equivalent machines may be considered as placing a handicap upon the motor, a better method of comparison than that of the displacement alone is to take into account the weight which the motor has to propel. If, then, the displacement be divided by the combined weight of machine and rider, there will result an expression of the capacity of the motor per pound weight of its load. Thus in the above case, if the weight of the machine be taken as 110 pounds, and that of the rider as 150 pounds, the combined weight of the machine and rider is 260 pounds, and if the displacement be divided by this quantity the result, or .0705, is a factor which, if multiplied by the time taken to cover any given course, will yield a score based solely upon

facts, which are readily to be determined by the judges—namely, the engine sizes, the weights and the speed.

In employing this method for a hill climb or other contest, it is by no means necessary that the machines shall be of the same or equivalent dimensions or displacements, for the process of reducing the actual displacement to the displacement per pound weight takes into account the difference in bulk and power of all the contestants and places their scores upon a common footing and makes fair comparison possible, as the F. A. M. official entry blank, and practically all other entry blanks, require that competitors specify their weights and the weights of their mounts, together with their cylinder dimensions. [A certificate from the makers could be taken in substantiation of the engine sizes, and the weight could, if necessary, be checked up at an official weighing in just previous to the event.] With this data given in the entry blanks it would be a simple matter to figure the piston displacements and to divide them by the weights. This data might then be included in the programme or score card. All that would be then necessary in order to obtain the final results would be to multiply the factors thus obtained by the time in minutes and fractions of minutes.

If the classification of motor bicycles or the promotion of handicap races are to become a feature of motorcycle sport, and if science and not guesswork is to rule, it seems certain that formulæ such as these must be evolved and applied. As the term horsepower is too elastically employed to be of use, the handicapper who would keep intelligent records in order to do his work well and equitably must of necessity have recourse to and allot his handicaps according to piston displacement, at least until some better system—if there is one—is developed.

### To Weld Iron and Steel.

In welding steel to iron, fork the iron and insert the steel. As the iron requires to be at a higher heat than the steel, insert it in the fire earlier. In very particular work some smiths use separate fires, charcoal for the steel and coke for the iron.

Borax to be used for welding should first be melted and then ground up. The following compound makes an excellent flux and is readily prepared: Borax, 8 pounds; sal ammoniac, 1 pound; yellow prussiate of potash, 1 pound. Dissolve all together in water, and then evaporate them to dryness at a gentle heat, stirring constantly.

In general, the forms of iron may be grouped by the amount of carbon contained. Wrought iron and machine steel have from 1-100th to 1/2 per cent of carbon, the two differing in grain and method of manufacture. Tool steel has from 1/2 to 1 1/2 per cent, and cast iron from 2 1/2 to 4 1/2 per cent of carbon.

The English Dunlop Tire Co. report an output of 1,626,000 tires during the current year—an increase of 70,000. But for the fire which damaged the plant, the Dunlop people estimate that at least 50,000 more tires would have been produced.

## WHEN HEADS ARE LOOSE

### Peculiar Mischief that May Result and How Easily it may be Remedied.

One of the most aggravating and yet trifling motorcycle troubles—and one that was not without its amusing side—that have come to notice in some time was traced to the fibre head of the Indian battery case. The machine always had behaved well until it developed a skip that finally resulted in complete stoppage.

Some petty tinkering was done, and it resumed its good conduct and was still running splendidly when a stop was made. The rider failed to remove his switch plug, and in his absence some one turned on the grip. When he remounted the motor refused to "note." It was promptly decided that the batteries were "dead." All tests proved them dead; not a spark was obtainable. New batteries were purchased, and for the occasion strapped in place. Before they were connected a friend happened along. He tested the old ones, and lo! they were full of snapping life. There was a laugh, and for several days there was only a slight recurrence of the "spasms" which led to the installing of new cells.

For a day or two the machine ran grandly; then came the skips and jerks again. The same friend—an electrical expert—came along and tested the batteries. They were "dead"; there was no sign of a spark. Immediately the rider mounted the machine and it started and went like a house afire. There was another laugh. An hour later, after a period of spasmodic action, the motor stopped short. It could not be coaxed to run again. Heroic action was resorted to. Every symptom was of either irregular feed of gasoline or a broken or swaying electrical connection. Examination proved every connection tight and sound. The battery head was found slightly loose and it was tightened, and the contact spring or blade was bent to afford firmer touch with the disk or eccentric that makes and breaks the contact with the grip control. A few sputters were the result. Then the carburetter was dismantled and cleaned, although it did not need it, and as a last resort the feed pipe was disconnected, straightened out and a wire run through it. It availed nothing.

In moving the machine a slight shift of the battery head was suddenly noticed. Attempts to move it sideways showed no motion, but in removing the hand it was seen to tilt backward. The clew was promptly followed, and, Eureka! there was the cause of the woe. Although the screws apparently were holding the head tightly, they did not prevent the backward and forward motion. A jolt would tilt it backward and break contact with the grip control disk. Another jolt would throw it forward and renew the contact. It would stick in one position or the other, or a succeeding jolt would immediately correct or renew the trouble.

In two minutes a little wedge of wood inserted between the lower frame tube and the battery head held the latter so firmly that there was no further trouble that day or until additional screws were placed in the battery case head to prevent play in any direction. But the trouble was a "poser" while it lasted.



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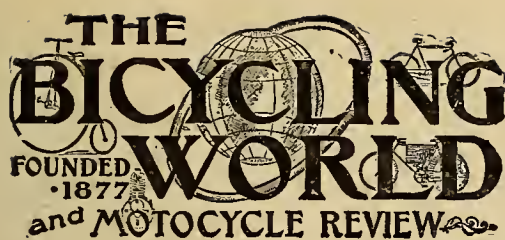
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### To Improve Motorcycle Competition.

In bicycle racing, although the make and condition of the mount have a certain bearing on the performance of the rider, yet the latter's strength and skill, both in riding and in generalship, have so much to do with the result that all other considerations may be set aside and the result be decided solely on the merits of the case.

In motorcycle contests, on the other hand, several factors come into play which are not to be considered in either of the other cases. For instance, the condition of the mechanism plays so important a part in the action of the machine that two duplicate mounts, alike in every respect, may refuse to attain the same speed on the same course even when driven successively by the same man on the same day. Then, too, the personal equation enters very largely into the matter, and no two men taking the same machine over the same course successively on the same day can get the same speed out of it. This is in part due to the difference in the methods of handling of the two, and in part due to the difference in their weight. Thus it is impossible to rate several machines either on the basis of their power alone, on the basis of

their past performance, or to rate them upon the merits of their riders, as done in bicycle racing.

On the other hand, to simply throw together several machines at random and let them compete against one another is manifestly unfair, or at least unwise, if one is seeking those closely fought and exciting contests that cause the public to cry for more and that cause gate receipts to wax large. Hence one must seek further for a basis of classification or handicapping.

In the method of Professor Callender, which was explained in the Bicycling World of October 14, and to which reference is made in another column, an accounting is made of three factors in the performance of the machine—namely, the time, the weight and the size of the motor. In the first is included a measure of the skill of the rider, both in the matter of riding and handling the motor, and as well the condition of the mechanism and tires of the machines and the road or track conditions. In the second is taken into account the mass which the motor has to propel over the course and, as well, the weight of the rider, which may have a very important bearing upon the performance. In the third, the capacity of the cylinder is reckoned, thus taking into account an expression for the maximum possible power and getting away from the use of the term horsepower, which, owing to the abuse of the makers, has come to be of little real significance.

While this method of comparison has been tried with not a little success abroad, no attempt to use either this or any similar formula ever has been attempted here. Some months since, it is true, it was proposed to experiment with a method which took into account solely the cylinder capacity, but nothing ever came of the scheme, and, as a matter of fact, such a rating would be of little value, since it would be akin to the horsepower method and would leave the important consideration of weight entirely out of the question.

The idea is logical and interesting, and it would be of considerable value to all lovers of the sport were some courageous promoter to experiment with the system and learn just how it works out in practice. Granting that it works well—as in theory should prove the case—the system brings with it the startling suggestion that ultimately either the competing motorcyclist or his machine shall be required to carry weight, as is now done in horse racing. For handicap races the astute

handicapper readily may allot the riders' starts on the weight-displacement principle. The men's performances in such events soon would "give him a line" on the amount of weight each should carry in scratch races to equalize piston displacement, and there you are! At this time this seems a far cry, but if motorcycle racing is to become enduringly popular, and close and exciting finishes and not "runaways" are to be the rule, something of the sort may become necessary. A few experiments along these lines can do no harm. They may accomplish great good. It is to be hoped opportunity will be made to put them to the test.

### For 7000 Miles of Good Roads.

There are happier days ahead for all those New Yorkers who ride bicycles and motorcycles—and, indeed, every other sort of vehicle—if the amendment appropriating \$50,000,000 for road improvement is carried at the election on November 7.

The happiness is, even in prospect, so great and alluring that the hands of every cyclist in the State should fairly itch with eagerness to cast a ballot in favor of the appropriation. If it is approved, the money will be made available in sums of \$5,000,000 per year for a period of ten years.

It means that at the end of that time the Empire State will be fairly gridironed with a system of some seven thousand miles of magnificent macadam highways; it means—just think of it—that it will be possible to ride a bicycle from New York to Buffalo and beyond over a smooth, hard surface and with none of that grueling, back breaking, nerve racking labor that is entailed by travel over such roads as exist to-day.

The prospect of a change—of six thousand or seven thousand miles of really good road, seems joy in such measure as almost to be too good to come true.

But the way to have it come true is plain. Every man who rides a bicycle or a motor bicycle should permit nothing to deter him from casting a vote for the amendment. It is directly in favor of his own selfish interests. It is one of the very few things for which he exercises the right of suffrage that will accrue directly to his personal bodily benefit. It is an improvement in which he will be able actually to share—one which he can see and even feel. It is a benefit worth voting for—worth working for.

The cycling clubs and motorcycling clubs of New York State should bestir themselves. They should see to it that none of their members lack understanding of the importance of



the measure. They should urge every member to not only vote for it, but to urge their fathers, brothers, nephews, cousins, friends to vote for it.

It is such an opportunity as is not often presented. The most should be made of it. New York needs those seven thousand miles of good roads, and none need them more nor will enjoy them more than those who make use of bicycles, whether with or without motors.

Delay the start of the Election Day road race or run, if need be, but vote anyway and at any cost. It means far more to you personally than who may be your Mayor, your Alderman or your Assemblyman.

With a crispness in the air that is only felt at its best in early fall—the roads dry and hard, albeit somewhat dusty, with nature decked out in her gaudiest, a spin along the country road makes the cyclist feel like a king. There is something in the air that makes the good red blood go coursing through the veins as it seldom does under other and tamer conditions; and there is just enough of that ting in the wind as it rushes by the face to make the greatest exertion bring only that comfortable feeling of healthy full-bloodedness that shows itself in red cheeks. A ride of twenty or thirty miles through country lanes on a mid-October day is something that leaves its impress behind for the rest of the week, and is a pastime that only the cyclist can enjoy to the full.

It is said that a blacksmith in Winnipeg, Canada, has discovered a process of welding copper which is as successful as it is simple and inexpensive. The report states that by this process copper may be welded to copper or to any other metal without injuring its electrical conductivity or in any way impairing its other properties. It is a great pity that Winnipeg is so far away.

The horny-handed man calls it "pay," the skilled mechanic "wages," the clerk "salary," the banker "income," a landowner "rent roll," a lawyer "fees," a burglar "swag," but it all comes to the same at the end of the week.

What the motor bicycle means to the country physician is well illustrated by the contribution of Dr. C. J. Cannon, published in another column. It proves that the surface of the demand has been little more than scratched.

### In Favor of Two-Speed Gears.

Editor of the Bicycling World:

Regarding coaster brakes, our rider friend from Melbourne, George R. Broadbent, is quite right in many respects in what he says in your issue of October 14. But what one wants nowadays is composite action in compact form, permitting independent use, combined with durability. This ideal of prima excellence of two separate speeds, a free coasting mechanism, a powerful as well as sensitive brake (on either speed) and also a free driven sprocket (for clearing chain, etc.) can be found in the improved models of the Standard Co.'s justly famous two-speed coaster brake hub.

The writer is not in the business, and has nothing to gain by idealizing such a product, but the simple fact of its being a great aid to cycle comfort leads him to do so. This piece of multi-action mechanism was brought out in the beginning of the present year, and had not then reached its present state of actual intricate perfection, which had at first antagonized—or permitted to—so many even of the trade, who of all others should have shown some patience.

I think the very first one in this city was put on my wheel—early in the spring—and has since done royal duty, showing a total of nearly 2,500 miles, and not all smooth, level roads, either. During all this time many trips were taken over the so-called foothills of the Ozarks, where going up steep inclines would have been impossible or very arduous labor on anything but a low gear such as this (56 low and 81 high), and descents over rocky stretches called roads, out of question with an ordinary brake. And all this strain resulted only in the need of a new brake shoe last week, which the makers gladly supplied gratis. Every one knows the advantage of a low gear in climbing over bad roads, bad mud, etc., also the relief from one continuous strain of selfsame grind, heavy headwind, etc. When coasters, free wheels, etc., first appeared riders decried them, saying you could not make the time, it would make one lazy, would make rider lose form; and they say the same thing (blindly) of two-speed devices. But all the years gone back, since civilization began, peoples have tried to embody comfort in all their ways, have striven to reduce labor to a science, make a machines do their work—and yet we have people who shun a two-speed device, that saves labor, exertion and energy in climbing a hill or getting the best of a terrific headwind—and would rather stay slave to work than comfort. If I could not get another one I would not part with mine for \$25—three times its ordinary value.

Regarding our friend from Canada, Colonial Cyclist, would say that here also is a very composite mount: Yale frame, Thor head fittings, Corbin front hub, Standard automatic two-speed coaster brake, Person's New Dominion saddle, Diamond chain, Kelly handlebar, Palmer tires (another

prima excellence—never wear out) and Solar gas lamp.  
ST. LOUIS RIDER.

### "Motorcyclists an Invaluable Aid."

The officials of the Vanderbilt Cup event did not let the good work of the Brooklyn Motorcycle Club on the occasion of the race escape them. In a letter addressed to President Carritt, of the Brooklyn Club, Secretary Batchelder of the Vanderbilt Cup Commission, conveys the "thanks of the commission, supplemented by the personal appreciation of Chairman Morrell, for the excellent services rendered." Mr. Batchelder adds: "Certainly, the motorcyclists were an invaluable aid in the successful outcome."

During the race the motorcyclists acted as patrols, as judges at all turns and "manned" the telephones at all corners of the course, including the telephonic "block system" that was devised to make safe the passage of all railway crossings.

### German as Read in France.

An amusing incident anent the Grand Prize of Thuringia, which was held at Erfurt, in Germany, has just cropped out. The German correspondent of a well known Paris sporting daily, which always prides itself upon accuracy, sent in this telegram: "Wegen regenwetters ganz ausgefallen." The next day the newspaper announced the result of the race as follows: First, Wegen; second, Regenwetters; third, Ganz; fourth, Ausgefallen. The dispatch, translated, read: "In consequence of rain, no racing."

### Will Tour to Vancouver.

Francis E. Dodsworth, who for several years has been sub-editor of the St. James's Gazette, of London, has arrived in Canada, and accompanied by R. A. Taunton, a civil engineer, will cycle from Montreal to Vancouver. They will contribute a series of articles to various British journals descriptive of the trip, which is being taken purely for pleasure.

### "After" the Chicago Cycle Track.

The Thirteenth Ward Improvement Club of Chicago has voted to ask the board to remove the bicycle and trotting tracks from Garfield Park. Their contention is that these accommodations benefit a small class at the expense of the general utility of the park. The Windy City's cyclists and motorcyclists have yet to be heard from.

### Giving Away Road Maps.

The New York and New Jersey Telephone Co., of Brooklyn, N. Y., is issuing, gratis, a folding pocket map of Long Island. It is of generous size, and all roads are clearly marked. A. R. Pardington, contract agent of the company, is in charge of the distribution.

### Chadeayne Now in Nevada.

W. C. Chadeayne, the cross-continent motorcyclist, reached Ogden, Utah, on Sunday last and last night (Friday) arrived at Winnemucca, Nevada. He expects to reach San Francisco within four days—or 51 days since leaving New York—2½ days behind Wyman's record.



## IN FAVOR IN 'FRISCO

How Motorcycling is "Catching On"—  
Physicians and Womankind Interested.

"It may interest you to know that the doctors out here are taking very kindly to motorcycling," writes C. C. Hopkins, the well

known San Francisco dealer. "I have sold to four physicians this year, one of them,

Dr. H. D'Arcy Power, of this city, now using a Tricar. This he finds a great convenience in his practice, even in this town of miserable streets and hills. The doctor has ridden in foreign tricars, and pronounces his American machine superior in comfort, appearance and general efficiency to anything he saw on the other side. As Dr. Power is an Englishman it cannot be said that his judgment is biased.

"The other medicos, who use Indians, are Dr. W. T. Rathbun, of Colusa; Dr. M. B. Bolton, of Beckwith, and Dr. Kimball, of Williams, Cal. All use their machines in their practice. Dr. Rathbun has used his Indian more this summer than he has used his automobile, and he is advising all his brother physicians to follow his example. Besides the above—saviors of the body—I have a Doctor of Divinity riding an Indian, in the person of Dr. Bradford Leavitt, of this city, pastor of the popular First Unitarian Church. The Bicycling World recently gave a short notice of the experience of Dr. Leavitt on his motor bicycle. The doctor has a tricar ordered for next season's riding.

"All of these gentlemen are not green youths just out of school, but are prominent men of middle life and experience. They are busy men, too, and each and every one of them bought their motorcycles after careful investigation as to its possibilities both for

business and pleasure, and there is not a one of them who to-day regrets his decision. "Now, we want to get as many lawmakers and road builders on them as possible—then we may be happy.

"I inclose a couple of snaps of double and triple carriers, as we are successfully using them out here. The women that you see in them ride them and run them without as-

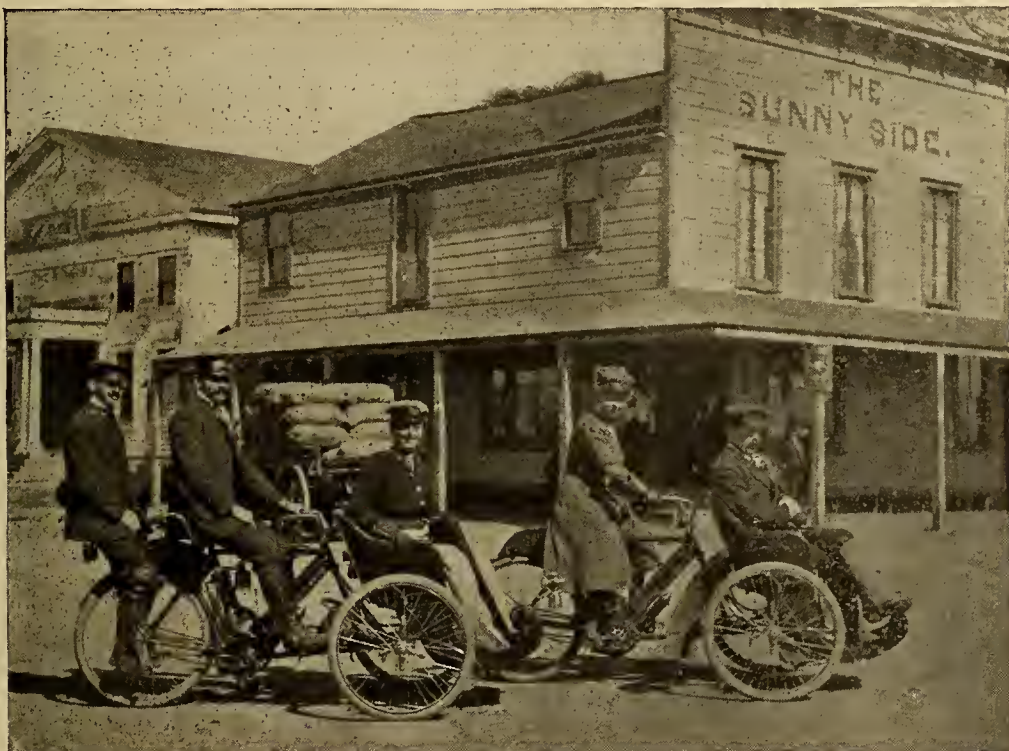
rides there. I carried three of us some seventy miles on Sunday last with the greatest comfort and success.

"I find even more comfort in riding the machine with three than with two. If the rear rider assists a little in starting the machine there is no extra labor for the middle rider, who is nearly 'everything' in this rig, so far as operation goes; but this 'middleman' is not put to any great labor and has ample time to look at the scenery as he passes along the way. I found that I could easily get over sixty miles from a gallon of gasoline, carrying three, whose weight was 450, with forty pounds of baggage added, and not try for fine results, and I must say that under ordinary conditions I have been converted thoroughly to the tricycle for three, as I now have it.

"Before '06 is over you will see many of them on the road, if we are able to get them. We are surrounded by people wherever we stop when riding three, although the regular double carrier has not ceased to be a wonder in this part of the country. I have had but three of them, but they are on the go all the time, frequently making trips of one hundred miles or more in a day."

## For the Historic Citizens' Cup

As usual, the annual fifteen-mile road race for the historic Citizens' Cup will be run this year by the New York Athletic Club on Election Day, November 7, over the usual Traversers Island course. Entries will be made in



assistance. Mrs. F. E. Carroll drove the two-seater, carrying her husband, over fifty miles on Sunday, the 8th, when these pictures were taken. Mrs. C. C. Hopkins (who is shown in the car with Mrs. J. H. Nash in front and Mrs. Carroll in the rear) can also handle the three wheeler successfully, but she prefers the comfort of the front seat, and usually

two classes, one for resident members, for which division two prizes—first and second time—will be offered; the other for athletic and junior member, one place prize being offered. Entries close with the bicycle committee of the club November 6. The Citizen's Cup is the only cycling trophy that, handed down from the day of the high wheel, is still "kept alive."



## WHY HE FAVORS GOGGLES

### He States His Reasons and Tells Bug Stories to Strengthen His Case.

"That article of yours on the necessity of protecting the eyes when riding is along the right line," said an oldtime cyclist to the *Bicycling World* man. "I shouldn't wonder but what ten thousand would be a mighty conservative estimate of the number of M. D.'s that have written in favor or against the bicycle or in one way or another brought themselves before the public eye at its expense, but not one of them has ever for a moment mentioned the word eyesight," he continued. "My eyesight is excellent, could hardly be better, in fact; but my eyes are extremely sensitive, and sometimes it doesn't take anything worse than a moderate wind to send me scattering indoors, or if I am compelled to be out it will do me up for the rest of the day, so far as my eyes are concerned. Ordinarily I can stand the wind, and it is only on an off day that it inconveniences me so; but with a good, stiff breeze and what it carries with it, nothing short of motorcyclist's goggles will make me comfortable. It has always been the greatest wonder to me that the advent of this invention was left for the twentieth century, and those twentieth century products, the automobile and the motorcycle, to bring it about. Why some bright locomotive engineer or trolley motorman didn't invent goggles fifteen years ago or more back passes my comprehension; that's a job I wouldn't last a day at.

"But to get back to the subject. Probably you think it is more what the wind carries with it than the air itself, and while there is something in that, there have been times when the wind has caused me considerable discomfort a wheel, and not simply by way of making it hard travelling, either. Speaking of what goes with the wind, I have often wondered if there is another individual in the same county who is such a shining mark for every flying particle of dust and grit that happens to be within a quarter of a mile. Whether it happens to be on the ground or in the air, behind, in front or above, it seems to me as if scraps of loose dirt made straight for my right eye, and there it lands every time. When you happen to be riding on a strange road or in a place where there is no room to spare it's a ticklish business to have something light in your eye—kerwhack. It makes me dodge every time—always after it happened, of course, and then I have to make a dive for a handkerchief and cover up that lamp with it, even if there are trucks and trolley cars on all sides of me. I have had several pretty painful experiences of the kind; probably all of them might have been averted by the simple expedient you suggest. Not the least of them were occasions—two of them I can recall distinctly—when out in the darkness of a balmy midsummer night, everything serene and peaceful with a fair

riding partner alongside, would come a bug at what seemed a mile a minute clip and collide violently with my eye. And as if the shock resulting from the unannounced arrival were not sufficient, the insects were in both cases—they belonged to the same family that his this bad habit—covered with a fine yellow powder that was just like so much pepper. I had a very much bunged up looking lamp on both occasions, and it was no joke at the time, I can tell you. A pair of windows would have caught Mr. Bug in both instances and saved me considerable annoyance.

"Looking back on those misadventures of mine with the insect tribe recalls a rather amusing incident in which bugs figured very prominently. It was on just such a midsummer evening as I referred to already that I was out for a quiet evening spin around the Hackensack's mosquito bound outskirts with a particularly fair charmer, and owing to the lack of need of settling some engrossing problem of world wide importance at that time we had started the conversational ball rolling on that all pervading and serious topic, the weather. Having exhausted this, we came around to one that is practically as universal in that region—the ubiquitous mosquito. True to her nature as is that of all the dwellers in such parts, my consort stoutly defended the purity of the Jersey marsh and the freedom of Hackensack in particular from the *Culex anopheles*. She really became quite wrought up in sustaining her end of the argument in the face of blatant skepticism from across the Hudson, for, of course, I jollied her every statement. We had been slowly pedalling along all this time, and just as she was about to put a quietus on the argument with some masterpiece of feminine logic she gasped and stuttered until I thought she was about to choke, and we both dropped off our wheels. In a minute or so, after she got through spitting and wiping her mouth, she began to laugh, until I thought a fit of hysterics was about due and felt that I ought to be doing something in that line myself. Then I got an inkling of what was up, and joined in the fun. You have no doubt often seen those swarms of small flies, or gnats, that hang suspended in the air in an animated ball that steadily works up and down a few inches, but otherwise remains apparently motionless anywhere from five to ten feet above ground. Beneath an arc light on a summer night is a favorite hang out for them, and my partner had ridden into one of those balls of flies with her mouth wide open. Just how many she caught I don't know and never tried to count, but it settled the mosquito business, although the animals were not of that brand. The Jersey mosquito is too wily an individual to spend his time in such an aimless occupation.

You don't have to have goggles to keep dirt out of your mouth, though, and that's a long way from what I really started to tell you about before I wandered so far from the track. It was an experience of mine with wind and grit that put my eyes out of commission for the better part of a week, and

made me appear as if I had been looking on the wine too freely when it was red. The Hudson County Boulevard was still a novelty then, and though it begins nowhere in particular and doesn't end up with anything of importance, it was crowded with cyclists on every fair Sunday and holiday. It really seemed as if every club run organized the year it was opened included that stretch past the old Guttenberg racetrack in its itinerary. It was a club run one very windy Sunday that was the cause of my trouble, nor was it confined to eye trouble, either, for we had got over the ferry and up the hill at Edgewater in good style and almost within sight of the boulevard, when I inadvertently ran off a high grass grown curb and my rear wheel, which had long been shaky and in need of an overhauling, collapsed under me as if the spokes were so many julep straws. Sympathy was plentiful, of course, but it looked such a hopeless case that within less than five minutes I had been bidden a fond farewell and was standing there watching the rest of the party disappear round a bend in the road. It certainly did not look then as if I would sit down to a "shore dinner" with them at 1:30, which was then four hours off and twenty miles away. I disconsolately toted my wreck to the nearest roadhouse, only to learn that the only repair shop within reaching distance was at Fort Lee, five miles distant on the trolley. Bicycles were not carried on the trolley, but a car was due in about twenty minutes, and I immediately set to work to carry out the plan I had outlined. Within a few minutes the back wheel was out of the frame, and within less than an hour I had obtained the repair man's consent to the loan of another back wheel in place of mine, which I left for repairs—had picked out the one in his stock that came nearest filling the requirements and was again waiting for the trolley car on its return trip—they only ran twice an hour.

"That return trip was almost enough to make the keenest enthusiast at the game abjure the bicycle for good and all. Where it had been all downhill coming, it was now a succession of climbs, and, to add to my discomfort, a westerly gale blew up—must have blown better than thirty miles an hour—stood up right up in our tracks, push as we would, while it lashed our faces and stung our eyes with that pulverized grit that is so plentifully strewn on new macadam surfaces. It was positive torture to ride under such conditions. The boulevard caps the crest of a long ridge that is entirely open and unprotected on all sides; the wind sweeps it from all directions like an island in mid-ocean, and as houses are not at all plentiful along many stretches of it there is no escaping the full force of the blast. It was like wringing blood and tears from one to face the cutting grit and struggle against the overpowering force of the wind on the long up grades, and I was immediately dead to the world upon the conclusion of a bath after arriving home. My eyes were bleary looking and sore for fully a week, and there are few things more annoying than to have trouble with your optics. You struck the right note when you hit on eye protection, and it certainly seems strange that it has not come up before now."



## BAUMGARTNER'S GALA DAY

**Wins Everything at San Jose Meet and Helps to Lower a Record.**

Several thousand enthusiastic spectators cheered John S. Baumgartner at San José, Cal., Sunday afternoon, 15th inst., when he won both of the motorcycle events at Cyclers' Park. This was what was to have been the first exclusive motorcycle meet to be held on the Pacific Coast, and that it did not live up to its name was no fault of the management. Several of the machines entered in one event refused to work, so two motorpaced exhibitions were substituted. Baumgartner won both the three and five mile events, after a hard fight against the pick of California's riders. Considering the heavy wind that swept down the backstretch of the mile oval, excellent time was recorded.

The first event was the three-mile open, in two trial heats and a final. James Tormey, of San Francisco; W. G. Lang, of San José, and D. R. Kelley, of San Francisco, breast the tape at the start. Lang took the lead at the start with Tormey following a few feet behind and the fight was really between these two, as Kelley's motor seemed imbued with the tendency to balk. He soon dropped out. Tormey soon closed the gap, and then began the prettiest struggle that has ever been witnessed in a motorcycle contest. First, Tormey would shoot ahead half a length, and then Lang would take the initiative. Rounding into the stretch, the two riders came down the straight neck and neck. About thirty feet from the tape Lang inclined his head just a few inches lower and flashed under the wire with only inches to spare. The time was 4:03. The second heat was not nearly so exciting as the first, despite the fact there were four starters. Baumgartner sailed over the line with taut canvas, a quarter-mile ahead. Knickerbocker trailed in second. Time, 4:02 4-5. The final heat was between Baumgartner, Tormey, Knickerbocker and Lang. Tormey drew a good lead at the start, but was overhauled by Baumgartner at the three-quarter post. Lang, who displays headwork in his riding, was riding close behind Baumgartner, and also passed the San Franciscan. On the seventh lap Lang met his Waterloo in the person of an overambitious amateur photographer. Coming down the grandstand stretch, the photographer stepped on the track directly in front of the oncoming machine. To avoid running him down Lang gave a quick twist to his handlebars, the sudden deviation causing the machine to skid and go down with its rider. Lang was picked up unconscious, but fortunately was not injured beyond a general shaking up and a sprained wrist. Baumgartner widened the gap between himself Tormey, and crossed the tape half a mile ahead. The time was 3:51 1-5. Later Baumgartner rode a mile exhibition in 1:15:

Honors in the five-mile open were also taken by the San José man. Tormey was passed by Baumgartner on the first lap, and Knickerbocker withdrew, after making one round. Baumgartner gained a lap on Kelly during the first two miles. On the seventh lap Tormey passed Kelley. Baumgartner then had a lead of nearly half a lap on Tormey, and in this position they crossed the tape. Time, 6:17 3-5.

Hal McCormack, of San José, Cal., paced by Baumgartner, reduced the California record of 1:45 2-5 for the mile, held by Lace Downing, by two and two-fifths seconds. Carl Showalter, another local rider, was booked to go against the five-mile "record" of 8:43, which Downing also claims, but Baumgartner opened his throttle too wide in the last lap, and the local rider was forced to part with the roller. He was going "good," as his time for four miles, 6:26, attests. The summaries:

Three miles, open, for motorcycles—First heat—W. G. Lang, first; James Tormey, second. Time, 4:03. Also ran: Kelley. Second heat—John Baumgartner, first; J. Knickerbocker, second. Time, 4:02 2-5. Final heat—Baumgartner, first; Tormey, second; Knickerbocker, third. Time, 3:51 1-5.

Five miles, open, for motorcycles—John Baumgartner, first; James Tormey, second; Kelley, third. Time, 6:17 3-5.

One mile, exhibition, motorcycle—John Baumgartner, of San José, Cal. Time, 1:15.

One mile against time, motor paced—Hal McCormack, of San José, Cal. Time, 1:32.

Five miles against time, motor paced—Carl Showalter, of San José, Cal. Failed to finish. Time for four miles, 6:26.

### Two Road Races on Thanksgiving.

There will be two big road races on Long Island Thanksgiving Day to divide the attention of cyclists on that day—the revival of the Coney Island path handicap, promoted by the Century Road Club of America, of which mention was made last week, and the annual Thanksgiving Day Derby, conducted by the Brower Wheelmen. The start and finish of the latter will be at Bedford Rest, Brooklyn, and the course will be from here to Valley Stream, via Jamaica or Glenmore avenue, as preferred, a distance of thirty miles.

The start will be made at 10 a. m. Permission to use the boulevard has been granted by Police Commissioner McAdoo. There is nothing small or mean about the Browers, as evidenced by the prize list—forty place, five time, a silver loving cup to the club sending in the most entries and the title of "thirty-mile champion of New York," though how the club secured the right to control the title is an unexplained mystery. Charles Crawford, Brower Wheelmen, No. 117 Greenwich avenue, New York City, is in charge of the entries.

### Walthour Wins Once More

Robert Walthour is still raking in the coveted coin on the other side. At Paris on Sunday, 15th inst., he defeated Simar and Contenet, the two well known French cracks, in an hour race.

## SEELEY SHOWS THE WAY

**Returned Tourist Leads Tigers Across Tape—McDonald First in Point Table.**

It was a "dark horse" that ran away with first honors in the fifteen-mile road race at Valley Stream, Long Island, last Sunday, 22d inst. It was the third event in the series promoted by the Tiger Wheelmen of New York City to decide the club championship for 1905, and A. H. Seeley, with 7 minutes' handicap, finished first with lots to spare. His time was 50:10. This was the first race in which Seeley had ever participated, but a pair of sturdy legs acquired by a summer's cycling tour in Europe did the "trick." The race was over the Springfield-Baldwin course.

G. B. Hunter's plucky ride against heavy odds was the feature of the race. About two miles from the start his saddle post slipped down to the frame, but instead of dropping out stuck to his wheel and did the lion's share of pulling for the scratch men. About the same distance from the tape his rear tire picked up a tack, but this Tiger, with fighting instinct, continued and finished ninth. "Nick" Kind, from 5 minutes, crossed the tape second in 49:12, and his brother, "Chris," from the same mark, trailed in a few seconds later.

The real fight was the sprint between Urbain McDonald and Peter J. Baum, two of the scratch men, for time honors. McDonald succeeded in beating his clubmate at the finish by three-fifths of a second; also securing fourth place. His time was 44:54.

In the point table, by which the championship is decided, McDonald now leads, with 66 marks, and G. B. Hunter is second, with 42 points. The scores of the other riders who have a foot on the ladder follow: H. Johnson, 41; F. Morin, 35; P. J. Baum, 30; C. P. Louthier, 32; Al. Judge, 24; Chris Kind, 20; Henry Van den Dries, 19; F. Zapke, 18.

To-morrow (Sunday) the Tigers will hold a twenty-mile handicap on Hoffman Boulevard, starting and finishing at Oppen's Hotel. A "genuine, old fashioned picnic" is on the tapis also. The summary of last Sunday's race follows:

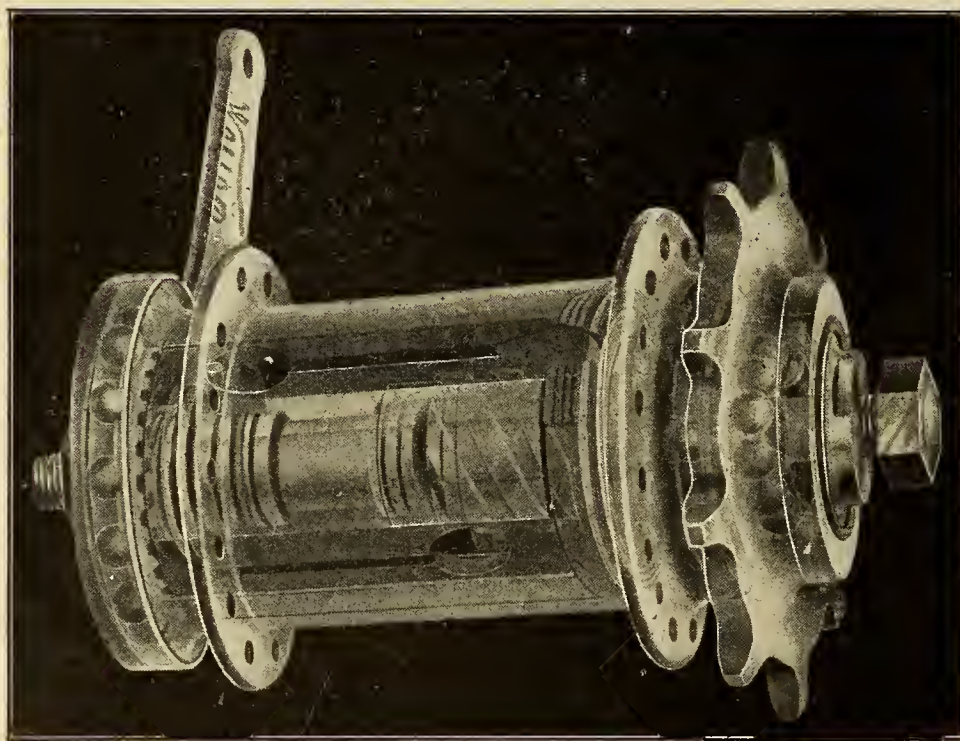
Pos.	Rider.	Hdp. m.s.	Time. m.s.	Points.
1.	A. H. Seeley .....	7:00	50:10	10
2.	Nick Kind .....	5:00	49:12	9
3.	Chris Kind .....	5:00	49:36	8
4.	U. McDonald .....	Scratch	44:54	7
5.	Peter J. Baum .....	Scratch	44:54½	6
6.	H. Johnson .....	3:00	49:15	5
7.	A. Karsch .....	7:00	54:51½	4
8.	F. Morin .....	Scratch	47:48	3
9.	G. B. Hunter .....	3:00	50:48%	2

### Dates Set for Six-Days Race.

Plans are now being brought to a head for the running of America's banner cycling event—the annual six-day race. As usual, it will be held in Madison Square Garden, New York City, the week of December 4 to December 10, inclusive, having been set as the dates. The usual Saturday night programme of short races will constitute the "curtain raiser."



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## HOW IT HELPS THE DOCTOR

### Ohio Physician Bears Witness to Motor Bicycle's Utility for Country Practice.

"After about two years of experience and use of a motor bicycle in a country practice, it has occurred to me that my experience might be of value to others interested in that line," writes Dr. C. J. Cannon, of Windsor, Ohio. "This experience has convinced me that a motor bicycle is a very economical, practical, rapid and satisfactory way for a physician to make his calls. After receiving a call by telephone, with the aid of a motor cycle, I am able to be at the bedside of my patient in from ten to fifteen minutes, at a distance of three to five miles, which will readily be seen is a great advantage in my profession.

"In this section of the country where I am located the roads are very difficult to negotiate with any power-driven machine. There is sand from two to four inches deep and plenty of hills with grades of 15 per cent or more, which, as may be readily appreciated, are bad conditions for operating a machine; but the motorcycle ploughs through the sand and runs up the heavy grades in a very surprising manner. It was said by a number of people when my motorcycle arrived that 'the doctor would soon get tired of pushing that thing through the sand and up the hills.' Some of them would come out to see me get stuck on a hill, but by the time they got out into the middle of the road and ready to look I was up the hill and down another, out of sight, and they soon got tired of that, and now they say the doctor's machine would run up the side of a house if he would try to ride it there.

"I am thoroughly satisfied that no automobile, outside of a very high powered and expensive car, would be at all satisfactory in this section of the country, and it would be very expensive to maintain and operate.

"Comparing the cost of maintaining and operating a motor bicycle with that of a horse and buggy, I find the cost of the former to be about one-fourth, or less, as expensive to maintain as the latter, and three times as speedy.

"I believe a good motorcycle is the most reliable means of rapid transportation for a physician or any one that has a great amount of travelling to do over country roads. With a reasonable amount of care and judgment, a motorcycle is a very satisfactory machine to own.

"Almost any old time bicycle rider can recall to mind when he has been out for a long ride, and was very tired, and has been riding up grade, or it seemed up grade to him, for some time, suddenly came to the top of the grade and could look ahead for a mile or more to a down grade, where he could take

his feet from the pedals and let his bicycle coast at about a fifteen-mile clip, and the great satisfaction there was to him to be able to glide down the grade with no effort and cover the ground very rapidly.

"That satisfaction, without being tired, is something like the satisfaction of a motorcyclist at all times, up hill, down hill or level road are all the same to the motorcyclist—coasting all the time. Twist the grip and the engine does the rest."

### Winter Riding in England.

Winter riding is now a topic that is coming in for considerable discussion on the other side, and there are suggestions galore as to the special provisions which should be made. It almost goes without saying that, great as the Englishman's omnipresent fear of the side slip is at other times of the year, with mud and snow on the ground his adoration of it amounts to reverencing a fetish. In consequence this is the subject that comes in for unending attention, some of the preventives attaining to a degree of elaborateness that adds two struts and an additional pair of wheels to the machine. The simplest thing recommended by a rider of experience, and hence its value, is the use of hob nailed shoes to facilitate mounting and dismounting on mud and ice covered roads. Another genius has provided a tarpaulin cover to envelop the machine entire, less the wheels, as well as the rider; both are as completely under the sheltering embrace as if beneath a roof. Such an outfit speeding along a road at night would certainly present a weird sight, consisting of the gleam of the headlight preceding a dark and shapeless mass, surmounted by a pair of eyes. The impression made upon the spectator, even though strictly sober, would savor of the dark regions.

### Toledo's Collection of Unclaimed Bicycles.

A roomful of bicycles, ranging in age from one to fifteen years, and embracing every known, and some unknown, makes, is proving a dilemma to the police pension fund trustees of Toledo, Ohio.

The bicycles have been collected by the patrolmen and detectives during two or three years. Some are stolen wheels, some were lost and picked up by the officers, and others had been thrown away. A large room on the third floor at police headquarters is literally packed with the machines. Several are worth \$25 and \$30, and others have been reduced to the bare frame and are good for nothing but junk. The majority of the machines have been held awaiting their owners for two years. It seems to be the general opinion that they should be sold at auction, but the trustees are not sure whether the money would go to the city or to the pension relief fund. And then if any of the owners should show up by any strange chance the wheels would have to be redeemed. No satisfactory arrangement has yet been reached, and in the mean time the pile is rapidly reaching the ceiling.

## \$50,000,000 FOR GOOD ROADS

### How it is Proposed to Raise and Expend that Sum in New York State.

Few cyclists grasp what is meant by the \$50,000,000 constitutional amendment which is to come up for decision by popular vote on the forthcoming Election Day. That it stands for "good roads" is apparent, but the exact manner in which the outlay is to be placed and the precise need of pledging so great a sum at one time is not apparent.

The facts of the case are these: There have been built in New York by means of State aid 700 miles of improved road. This has absorbed an appropriation of \$3,223,265, but the State finances are such that this year but \$100,000 could be appropriated for the purpose.

By a constitutional amendment passed by the legislature in 1903, the State is permitted to bond itself annually for the sum of \$5,000,000 to be expended in this work, the bond issue to be continued for ten years. As required by law, this amendment was again passed by the legislature in 1905, and is accordingly to be submitted to the vote of the people on Election Day. If passed by them this amendment will allow of the construction of something like 600 to 700 miles of road a year for ten years, thus equipping the State with a system of good roads comprising one-tenth of all the roads in the State, or some 74,000 miles in all.

The scheme of bond issue has been worked out so skilfully that the actual cost to any one locality for the construction of a single mile of first class road will be but 5 per cent of \$1,200, its share, for the first year, which is equivalent to an increase in its present tax rate of but \$60. The county will bear an additional burden of \$140 for the first year in its annual tax assessment, and the State will actually contribute the sum of \$200 for the first year. Thus the cost to the locality will be so slight that the poorer towns will have an equal opportunity for improvement with the larger communities, and the progressive movement will go on at a uniform rate.

If this amendment is carried New York will have two through routes of good roads between New York City and Buffalo, one by way of Albany and one by way of Binghamton; there will be trunk roads and lateral roads ramifying throughout the State in every direction so that no farm, no matter how isolated at the present time, will be more than five miles removed from a first class State road. Moreover, all this will be accomplished within a stated time, instead of in an indefinite period, as might be the case under the present statutory conditions, and it will be accomplished with a maximum of economy both to the State and to the towns which reap the more direct benefit.



## THE CLOSING OF THE YEAR

finds the

# YALE-CALIFORNIA MOTOR BICYCLE

more firmly intrenched than ever in regard of all who value consistent performance coupled with economy and comfort.

## IN EVERY DAY USE

it has emphatically "made good" everywhere, every time under every condition.

## In Competition the YALE-CALIFORNIA

showed its general all-around goodness at the

## F. A. M. NATIONAL MEET.

In the Endurance Contest, three Yale-Californias started and all finished inside the time limit.

In the 25-Mile Road Race, two Yale-Californias started; they finished second and fourth.

In the One Pint Economy Test, they finished second, third and fourth.

It is consistency of this sort that has made the reputation of the Yale-California, which, by the bye, is the only motor bicycle that has ever crossed the continent. It is one, too, which will repay study and inspection. It fairly bristles with original features. Why not study up?

CONSOLIDATED MFG. CO., - - - Toledo, Ohio.

FOR THE

## SEVENTH TIME

has

FRANK L. KRAMER

Won the

Championship of America

on a

# PIERCE BICYCLE

It is the result of well sustained quality on the part of both man and machine—the quality that appeals to thinking men.

THE GEORGE N. PIERCE CO., = = Buffalo, N. Y.



## FRANCE'S TOURING CLUB

### Its Busy and Useful Existence and the Public Work Which it Performs.

The Touring Club de France is one of the wonders of the republic. It is remarkable for its low dues—\$1—for the quantity and quality of its work, and for the quiet, modest and disinterested way in which it does it.

Founded for the benefit of tourists, it does its best for motorecyclist, cyclist and pedestrian in an equally genial way, without encroaching upon the rights or marring the pleasures of any other users of the road. The club is road maker, road mender, hotel agent, guide and legal adviser simultaneously. It keeps a list of trustworthy cycle dealers and repairers and qualified mechanics, and it uses part of its superfluous time and money in working for the preservation of architectural and natural beauties.

The result of all this work is shared by the members and the whole community—the members getting the greater benefit, of course—and the only exclusive bonus which a member gets from the club is an annual report and handbook and a card of membership, admitting him to the club's headquarters in the Avenue de la Grande Armee, in Paris. Here, in the house which was once Therese Humbert's, and is now a roomy and comfortable club, the officials work to make the French tourist's lot easy. The roads department, which is perhaps the most important in the club, is always watchful, and plays the part of unofficial scrutineer to the government office of "ponts et chaussees." Whenever a defect in the road is noted by one of the three thousand delegates who are scattered over the country the headquarters are told of it. When the surface is out of repair, when an incline or a bend is discovered to be dangerous, when a guide post is lacking or is misleading, the report of the delegate is submitted to the government office. It speaks well for the wise judgment of the delegates, and the good relations between the touring club and the government, that almost without exception the complaint or counsel of the touring club is attended to within eight days.

Although the club has never carried on business as a contractor, it is proud of having made at least one great high road and many miles of special track for cyclists where the paved roads make cycling disagreeable. Many years ago, when it was a question of continuing the famous Cornice road from Cannes to St. Raphael, and the cost was thought too great, the touring club came forward with an offer to subscribe more than a fifth of the necessary \$100,000. But for this money the road would probably never have been lengthened, and thus the club claims the title of maker. Nobody has regretted the gift—as nobody has regretted the laying down of many kilometres of cycling path in

Northern France—and the club has decided to increase its outlay in this direction to \$30,000 annually. It has almost decided to give largely to the making of a road along the coast between Toulon and St. Ropez, and is proposing to lay down still more tracks. In a smaller way experiments have been made in tarring and oiling roads to prevent dust. Experts have been given a free hand on different roads near Paris, and their reports have been collected. They have not, however, convinced the touring club that any great outlay on special preparations would be justified.

Another department of the club, if less prodigal, is hardly less useful—the secret information bureau. It is carried on like any secret political society, and, indeed, very



NEW YORK BRANCH 214-216 WEST 47TH ST.

much as the French War Office was before the revelation of the affaire des fiches. Yet here there are no politics. The delegates of the club in the little rural centres are the agents, and their monthly or weekly reports are the fiches. Hotel keepers, instead of officers, are secretly reported on, and notes are also given on the capabilities of cycle repairers and mechanics. The best men in each district are selected for recommendation to headquarters, and an agreement is then made that the members of the club shall have a reduced tariff.

In these two branches of its work the club endeavors to save unnecessary wear and tear of internal and external man; in another way it tries to minimize worry and uncertainty. When a tourist takes the wrong road when looking for a waterfall, when he turns in the wrong direction when anxious to avoid a steep hill, or when he finds a ruined barn in place of some Roman remains, can he be expected to stand still and smile at his misfortune. The Touring Club de France thinks not, and so does its best to make these little mistakes impossible. Notice boards of blue

and white enamel tell the tourist exactly where he is and which way he must go to reach the place he is looking for. "The World's End Waterfall; splendid outlook; six hundred kilometres distant on the right," and "Roman Amphitheatre at the end of this path. Excursion on foot will take half an hour," may be given as examples. Some distance above all steep hills warning notices are placed. On them the wary cyclist may read the distance he will have to jog down on foot; the daring, the length of a rapid spin. "Speaking signals"—boards on which a hieroglyph stood for several sentences—have been tried, but it has been found that notices in simple French are more eloquent.

In yet another way the touring club comes to the help of the uncertain tourist. When climbers enjoying a glorious panoramic view break off to dispute whether this, that or the other peak is the Eiger, the Monch or the Jungfrau, the touring club is there to settle the matter. In different places where there are fine views the club has erected dials, which give all geographical details, showing which point is which, and also pointing out the relative position of the largest towns and capitals of Europe. This practical geography has been highly praised, and the club intends to erect many more dials. One is to be placed on the famous terrace of the Chateau de St. Germain—the "Balcony of Paris," as Alfred de Musset called it. When it is added that the touring club has provided better drains, better light, better ventilation, towels, soap dishes and so forth, for badly equipped hotels, that it has insisted that those hotel keepers who were able should supply these things for themselves, that it has helped poor mechanics to buy better tools, and that it has generally encouraged the deserving and castigated the backward and churlish, enough has been said to show that this club has such power and energy as are not rivalled by any similar body in the world.

### Butler's Bill of Fare.

Over on the other side, where the racing cyclists train on a banana, a few dates and a bottle of wine per day, they have not yet ceased to marvel at the "prodigious" amount of food consumed by the veteran American, Nat Butler, during the recent twenty-four-hour race. Butler, it will be remembered, finished third against the best long distance cracks on the Continent. His diet for the day was as follows: Two fowls, 11 packets of preserved beef, 8.1 pounds sugar, 2½ pounds butter, 13½ pounds beef, 13½ pounds rice, 67 pounds bread, 8 pounds mutton cutlets, 8 pounds condensed milk, 5½ quarts chicken broth, 2 quarts milk, 12 bottles vichy, 1 quart sherry, 13½ quarts beef tea, 22 quarts coffee, 11 quarts wine, 6 bottles pale ale, 2 dozen eggs, etc. Just what the "etc." comprised is not quite apparent, but evidently the Boston man (if he ate that amount of food in twenty-four hours) had been half starved for a month previous.



**Roys Outline a "Large Time."**

That progressive metropolitan organization, the Roy Wheelmen, whose racing members brought the club's name prominently before the people this season, has its first annual entertainment and ball on the tapic for the evening of November 24. Although by that time election will have become a memory, Tammany Hall, on Fourteenth street, has been secured for the occasion. The varied programme ought to suit the most æsthetic. An

inter-club home trainer race, with the city's picked riders as contenders, comedians galore, boxing, wrestling and fencing bouts, will occupy the early hours and from 11:30 p. m. on King Terpsichore will reign supreme.

John Kear, jr., a well known amateur rider, died at his home in Brooklyn, on Monday, after an illness of one week. Mr. Kear was a member of the Greater New York Wheelmen and president of the Parkway Cycle Club, of Brooklyn.

**How the Dispute Was Settled.**

"Shortly after we were married," said Mrs. Wilkins, "my husband and I began to dispute as to whether we should get two bicycles or a tandem. We kept on disputing about it for months."

"And how did the dispute end?" asked her friend.

"Oh, we compromised on a rubber tired perambulator," was the reply.—(Tit-Bits.



## Every Dog Has His Day!

THIS IS THE TIME TO

## BUY YOUR BICYCLES AND SUPPLIES.

*All Standard Goods and Supplies for Bicycle and Automobile Builders and Dealers.*

SEND FOR CATALOGUES.

EXCELSIOR SUPPLY CO., - 233-5-7 Randolph Street, Chicago, Ill.

# Veeders Better Than Ever!

Regular 10,000 Mile.  
Cyclometer.



Price, - - - \$1.00.

The right hand figures represent tenths of a mile and are in red. The above instrument reads 1,437 and 5-10 miles. We can supply the same instrument with reading in kilometers or in Russian versts. The cut is full size.

In spite of everybody telling us that we made the best cyclometers in the world and that our instruments could not be improved, we have nevertheless gone ahead and improved them.

Note the new star wheel. It has broader prongs, so that the striker has a better surface to hit. It also weighs about half as much as the ordinary star wheel. This lessens the tendency of the star wheel to "spin" at high speeds. Meanwhile the rest of the cyclometer is kept up to Veeder standards.

The New Trin Cyclometer.



Price, - - - \$2.00.

The cut shows the exact size of the instrument.

As in the case of the Regular Cyclometer, the right hand figure on each dial represents tenths of a mile, the figures being red. The other figures are black and give the miles. We can supply readings in kilometres or in Russian versts.

THE VEEDER MFG. COMPANY, Hartford, Conn.



### The Considerate Cycle Thief.

A bicycle was recently left outside a Manchester bank, and a thief who tried to steal it could not because the gearing was locked, says the Cycle Trader. He thereupon wrote the following letter to the Manchester Detective Department: "Manchester, Oct. 2. Dear Gentlemen: Being pushed for the 'rhino' I was tempted to take a bicycle about 2 o'clock to-day from the door of the Manchester and Salford Bank, in Mosley street, but I got a proper drop. The ——— thing, as it was, was either out of order or the owner had locked the the gearing; at all events, I left it at the very next door further down the street, where I saw it several hours later. So you will please look the matter up and have the machine returned to the owner, which I would have done in any case in a few days. You will scarcely credit this statement, but I can assure you that I have more than once returned a 'pinched' article when funds became flush. With kind regards to all my 'friends,' your obedient servant, Billy." The loss of a bicycle from this bank was reported to the Manchester police on Monday, and it was found at the place indicated.

### When Motor Car and Motorcycle Met.

One of the motorcycle devotees of Milwaukee, Elmer Peterson by name, had an experience with motor cars recently which involved an involuntary ride in one of them, which is not calculated to increase his love for them, nor to convert him from the use of the two-wheeled machine to that which runs upon four and sometimes to the discredit of its operator. As Peterson was riding down Broadway on the morning of October 11, G. J. Hanson was riding up Broadway in his automobile. The right of way was disputed, with the double result that the motorcycle was put out of business and the car considerably injured as well, and that Peterson took an involuntary ride in an automobile—ambulance—from the scene of the accident to the Emergency Hospital, where the staff physician took several stitches in his scalp.

### Vanderstuyft First in Hour Race.

Arthur Vanderstuyft, the young Belgian long distance sprinter, defeated Lepoutre by four laps in an hour paced race at Roubaix on Sunday, 15th inst. The meagre dispatch does not, however, give the important detail, the distance covered. Vanderstuyft claims to have already signed for this year's six-day race, and will team with Johann Stol, his team mate last winter.

### New Century's Win Relay Race.

Dave Mainland, of the New Century Wheelmen, won the annual three cornered eight-mile relay race between his club, the Oakland Wheelmen, and the California Cycling Club at Alameda, Cal., on Sunday, 15th inst. In the final heat he defeated Nelson, of the Oakland, and Percy Lawrence, of the C. C. C. Last year the event was won by the Oakland organization.

### For Philadelphia's Record Run.

Philadelphia will have its awakening tomorrow (Sunday), when those individuals who have been slumbering for several years past awake to the fact that bicycle road racing is once more destined to become popular in that locality. The once famous record run from Camden to Atlantic City is to take place, and, judging from the number of entries already sent in, the classic event will in the future be an annual occurrence. The limit men will be started from the City Hall, Camden, at 7:30 a. m. The distance to Atlantic City is sixty miles, and over some of the best roads in the country. A long string of valuable prizes has been hung up. A Yale-California racing wheel, with Diamond tires, heads the list.

### Fire Destroys a Club House.

Fire destroyed the building of the Saddle and Cycle Club, one of the best known organizations in Chicago, Ill., Monday morning. Crossed electric light wires is believed to have been the cause. The pretty structures at Sheridan Road and Foster street and their appointments were almost totally ruined, the damage amounting to \$25,000. The club was organized in 1895 at the height of the so-called "bicycle boom," and, although of late more saddle than cycle, has on its roster some of the most prominent citizens of the Windy City. Steps will be taken to immediately rebuild, as the loss was covered by insurance.

### No Vaudeville for Walthour!

Thaddeus Robl and Arend, the two German cracks, are to appear on the home trainer on German variety stages this winter. It is said England's own "Tommy" Hall and Robert Walthour, of America, were also offered a good contract, but declined, giving as their excuse that they had not come down to vaudeville yet. And this from the Atlantan who pirouetted before the American public last winter during the six-day race.

### Australia Reduces Motorcycle Fees.

Australia has grown generous. It has reduced the motorcycle registration fee from \$1.25 to 25 cents and the dealers' tax from \$15 to \$2.50. The speed limits have also been raised from 20 to 25 miles in the country and from 10 to 12 miles per hour in cities.

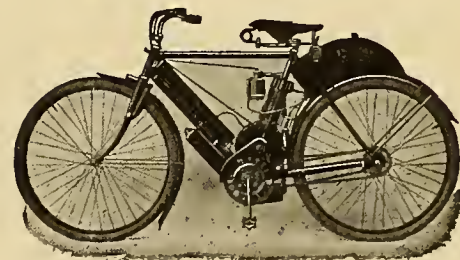
### Paper Torpedoes as Dog-Discounters.

As a dog and small boy preventive some motorists have adopted one of the latter's own weapons—the paper torpedo. It has the desired effect in every instance, and, moreover, has the saving advantage of being harmless, though somewhat startling.

A five miles handicap for motor bicycles will be included in the meet of the New Jersey Automobile and Motor Club at Waverley Park, Newark, on Election Day.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York.

# In 1905 THE INDIAN



**WON**  
Every  
National Championship  
Every  
Hill Climbing Contest  
except half of one.  
Every  
Economy Test  
The  
Mile Record  
13 MEDALS  
in the  
F. A. M. Endurance Contest  
and an overwhelming majority of  
minor races and other events.

In previous years, its record was as impressive. For instance, in 1903 and '04 it won the only gold medals offered in the national endurance contests and also the only gold medal awarded motorcycles by the St. Louis Exposition.

## LUCK

plays no part in such remarkable and long sustained performance in public competitions. The moral is obvious.

**HENDEE MFG. CO.**  
Springfield, Mass.



## WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

**WANTED**—Second-hand Indian Motorcycles; I also want the trade of motorcyclists everywhere for supplies, ammeters, hydrometers, stands, spark plugs, belt hooks, chain links, batteries and everything else. F. B. WIDMAYER Motorcyclists Supply House, 2312 Broadway, New York.

**MOTORCYCLE BARGAINS**—1 Indian, 1904, \$125; 1 Rambler, 1904, \$125; 1 Rambler, new, shop worn, \$150; 1 Merkel, \$75. A complete stock of Indian and Rambler parts on hand. Reliable repairing by competent mechanics on all makes of machines. TIGER CYCLE WORKS, 782 Eighth Ave., New York.

**TWO** Second Hand Indian Motorcycles, guaranteed; perfect condition; new bushings; all improvements; \$125.00 each. New Model A Columbia, \$125.00. New 1904 Rambler, \$150.00. Four H. P. Mitchell, \$75.00. F. A. BAKER & CO., 1080-82 Bedford Ave., Brooklyn; 20 Warren St., New York.

**FOR SALE**—Indian Motorcycle, 1905, \$165; Merkle, 1904, \$100. Need cash. B. C., care of BICYCLING WORLD.

**WANTED**—Second hand motorcycle for cash. Must be a bargain. B. G. RAYMOND, St. Cloud, Minn.

**BICYCLE TIRES**—4000 pairs of high-grade seconds, \$2.00 a pair. Write for sample pair at the above price. CHAS. E. MILLER, 1235 Meridian St., Anderson, Ind.

**WANTED**—Frame building jig and portable, drill; also frame vises. Address G. H. care Bicycling World.

**JOHN S. LENG'S SON & CO.**  
33 Murray Street, NEW YORK,  
CARRY A COMPLETE STOCK OF  
**BICYCLES, TIRES, SUNDRIES**  
CAREFUL ATTENTION PAID TO  
PROMPT SHIPMENT.

## CATALOGUE.

Thor Motor and Parts for Motorcycle and Hubs and Parts for Bicycle on application.  
**AURORA AUTOMATIC MACHINERY CO.,**  
AURORA, ILL.

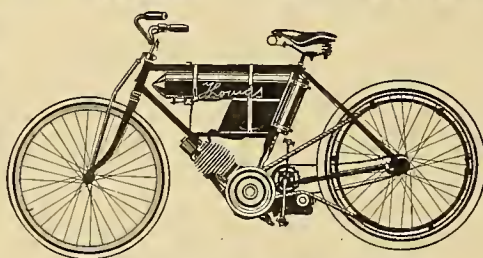
**BICYCLES and MOTORCYCLES**  
HIGH-GRADE LEADERS.  
Fowler-Manson-Sherman Cycle Mfg. Co.,  
45-47 Fulton Street, Chicago.  
Write for terms.

**Special Stampings**  
FROM  
**SHEET METAL**  
THE CROSBY CO., - Buffalo, N. Y.

### The Week's Patents.

801,720. Inflation Valve. John E. Keller, Jr., Litchfield, Conn. Filed July 16, 1904. Serial No. 216,857.

Claim.—1.—An inflation valve including an externally screw threaded tubular stem for insertion through the rim, and provided with an external longitudinal, flat portion, valve mechanism within the stem, a nut fitted upon the stem for engagement with the rim, locking washers embracing the stem at opposite sides of the nut and provided with flattened portions engaging the flat portion of the stem to prevent rotation of the washers, and a dust cap fitted to the outer end of the stem and engaging the outer washer to prevent looseness thereof.



1906 Model No. 44

## THOMAS AUTO-BI

PRICE, \$145.00

### IGNITION.

Thomas flexible wire connections used on every joint. Ignition troubles a thing of the past on the 1906 Thomas. Agents wanted everywhere.

**The Thomas Auto-Bi Co.**  
1443 Niagara St., BUFFALO, N. Y.

## HIGH GRADE

wheels must have the  
best equipments.

There is nothing that gives more value for  
the money than the use of the

## MORSE TWIN CHAIN ROLLER



NOISELESS IN MUD, WATER OR  
DUST AND ALWAYS EASY RUNNING.

The only chain having Frictionless  
Rocking Joints. Insist on having the  
Morse Twin Roller. Fits regular  
sprockets.

Send for Catalogue and  
Trade Price to

Morse Chain Co., Trumansburg, N. Y.

801,209. Pneumatic-Tire Valve. Littleton K. Buck, Freehold, N. J. Filed December 12, 1904. Serial No. 236,473.

Claim.—1. In a pneumatic-valve, a counter-bored valve-tube, inclosing an operative valve mechanism, and provided with an integral flange at its lower end to impinge upon the exterior surface of the tire or other object to be inflated, in combination with an integral button-headed tubular securing-stud adapted to be, by suitable appliances, entered directly through the tire or other object to be inflated, and firmly secured in the reduced bore of the flanged lower end of the valve-tube, and with its button-head to firmly impinge the interior surface of the tire or other object to be inflated.

801,359. Pneumatic-Tire. Henry W. C. B. Cave, London, England. Filed October 1, 1904. Serial No. 226,876.

Claim.—1. A pneumatic-tire cover composed of strips that are so interlaced with one another as to lie obliquely with respect to the periphery of said cover; and that have their breadths so increased at intervals dependent to the transverse section of said cover, as, when the cover is in position on the tire to cause the said strips to form at their crossings a close mesh.

801,452. Sparking Device. Benjamin G. Gilbough, Chicago, Ill. Filed December 30, 1904. Serial No. 238,927.

Claim.—1. The combination with an engine-cylinder of an ignition device connected therewith, comprising a fluid-actuated rotary wheel, an electrode actuated by said wheel, a co-acting electrode, an electric circuit completed through said electrodes, and means for making the external portion of the circuit at proper intervals, for the purpose set forth.

801,835. Ball bearing. Rudolph H. Apelt, Roxbury, Mass. Filed February 25, 1905. Serial No. 247,318.

Claim.—1. In a ball bearing, the combination, with an outer bush provided with ball races at its end portions, of two inner sleeves provided with ball races at their outer end portions and screw-threaded portions at their adjacent ends, which engage with each other, said sleeves having also central holes provided with serrations, balls arranged between the opposed ball races of the said sleeves and the said bush, and a shaft which engages with the said serrated holes of the sleeves.

"Motorcycles: How to Manage Them."  
Price 50c. The Bicycling World Co., 154 Nassau Street, New York. \*\*\*

## "PERFECT"



## OILER.

For High Grade Bicycles. The best and neatest Oiler in the market. DOES NOT LEAK. The "PERFECT" is the only Oiler that regulates the supply of oil to a drop. It is absolutely unequalled. Price 25 cents each. We make cheaper oilers, also.

Cushman & Denison Mfg. Co., 20-2 W. 23d St., N. Y.



# The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LII.

New York, U. S. A., Saturday, November 4, 1905.

No. 6

## MANHATTAN STORAGE SETTLES

**Day Before Trial, Discovers That it had had All the Fight it Wanted.**

Like the "coon" looking into the muzzle of a shotgun, Grinburg & Morris, which is the style of the New York firm which prefers to do business as the Manhattan Storage Co., decided it was the better part of wisdom to "come down" when the legal rifle was pressed close to their pocketbooks.

This is to say, they have settled out of court with F. A. Baker, the New York dealer who sued them for the value of an Indian motor bicycle which they had purchased from a defaulting installment purchaser. As a matter of fact, they not only paid the price of the Indian, but they also paid the fee of Baker's lawyers, which in itself was a very substantial trifle. Comparatively speaking, it was one of the most expensive deals in which the firm even engaged, and they have engaged in not a few in the course of an interesting and varied career.

Grinburg & Morris did not "come down," however, until the eleventh hour. The trial which had been several times postponed was due to occur in the Brooklyn court on Tuesday last. After making an unsuccessful effort to settle with Baker over the heads of their respective lawyers, the firm put their heads together on Monday, and a great white light dawned on them. On that day they wrote out a check for the value of the machine and for the fee of Baker's attorneys in accordance with the ultimatum that had been delivered to them.

The machine in question had been sold by Baker to a Brooklyn rider, who after making one payment, disposed of it to the Manhattan Storage Co., and then skipped the country. Later it was discovered in Long Branch, N. J., and, as they had made the purchase without requiring the defaulter to produce a bill of sale, which, of course, he did not have, Baker called on Grinburg & Morris to settle. They told him he would have to fight for his money. He promptly proceeded to do so, and gave them just a little more fight than they are in the habit of encountering.

## Wail About Wood Rims.

"Why don't you say something about the rotten wood rims they are now turning out?" was the plaintive query of a New Jersey dealer uttered on Thursday last. "They have raised the price on us 10 cents per pair, and if the goods were worth it, I would not say a word. But they are not worth it. I've had more trouble this season than I've had for several years.

"What's the matter? Why, they are giving us a lot of unseasoned stock, and the rims simply warp out of shape. You may not believe it, but I swear it's a fact, that since the cold weather set in I've kept my shop heated with the bum rims I accumulated during the summer. Oh, I thought you would laugh, but it is true, just the same. I don't mean to say that I keep the stove going all day. I light it in the morning, and a half-hour fire drives away the chill and I honestly have had wood rims enough for that sort of thing."

## Harris on the Situation.

D. P. Harris, the well known New York manufacturers' representative—he is not a jobber and dislikes to be characterized as such—is another tradesman who smiles broadly when the "How's business?" query is put to him.

"Good! good!" was his response when he was asked the question one day this week. "We've had a splendid year—a much better one than 1904, and, what is even more to the point, there is every indication that 1906 will be a still better one. Not for several years has the trade been ordering so early and in such quantities."

As Mr. Harris handles everything from bicycles, tires and coaster brakes to spokes and nipples, he is in an uncommonly good position to tender an opinion.

## Canada Shows a Profit.

According to its annual report for the fiscal year ending with July last, the Canada Cycle and Motor Co., Ltd., netted a profit of \$10,458. The total sales were \$1,072,028, which represents fewer bicycles than the previous year, but higher priced ones. The liabilities of the company were decreased by \$241,000.

The Diamond Rubber Co., Akron, Ohio, has certified to a big increase of its capital stock—from \$750,000 to \$3,000,000.

## RUDGE-WHITWORTH EARNINGS

**Despite Radical Change of Policy Eng'and's Big Makers Net Handsome Profit**

Of the annual reports of the various British cycle manufacturers none has been awaited with more interest than that of Rudge-Whitworth, Ltd., who are not only the largest producers of bicycles in the kingdom—the bicycles, by the way, are close copies of the American machine—but who last year "kicked the agent in the face," so to speak. They broke away from the time honored exclusive agency policy and placed agencies with as many "butchers, bakers and candlestick makers" in each town as could be induced to handle their wares. The departure created a furor and gave rise to great and heated discussion. But whatever its merits or demerits, the company reports that its fiscal year for the twelve months ending with August last was the best in its history.

The balance sheet shows a total net profit of \$232,563.93, which, with the balance brought forward from last year's account, gives a total of \$293,358.70 as the available balance. The apportionment is made in the following manner: Six per cent dividend on the preferred stock, or \$24,655; 10 per cent dividend on all common stock, amounting to \$47,475; \$99,015 placed in reserve; \$50,000 credited to the property reserve, and a balance carried forward to next year's account, which amounts to \$73,215. It is something of a question whether this result is wholly to be accredited to the adoption of the new policy, or in part to the renewed health of the trade, both at home and abroad, particularly in the South African market, where matters were in a very bad way a year ago.

The company, of course, prefers to believe the former to be the case, but whether or no, it is fairly certain that no other house in the trade would have dared attempt such a radical move and fared so well.

The records of the past eight years show that there was a continuous and rather even decrease in the strength of the business up to the close of 1901, after which the profits increased (\$11,715 in 1902) up to the close of 1903, when the depression caused the state



of affairs which brought about the adoption of the new policy. A summary of the total results since then is tabulated below:

Year ending—	Div. on		Div. on		Carried
	Net. pf	stk	com	stk	
	profit.	p.c.	p.c.	Reserve.	f'w'd.
August 31, 1903	\$213,815	6	15	\$50,000	\$69,960
*July 31, 1904...	106,635	6	5	—	60,795
July 31, 1905....	293,360	6	10	99,015	73,215

\*Eleven months.  
The returns also show a total of net assets amounting to \$1,387,945 for the current year, an increase of \$161,680 over those of last year, while the total capital at the recent time is \$889,730.

The affairs of the Swift Cycle Co., Ltd., also of Coventry, are looking up, too, as revealed by the report for the year ending August 3. This house is held to be responsible in a great measure for the new regime, and the new lease of life which it has brought about for the trade, inasmuch as the announcement of the break in the Swift prices announced in 1903-'04 was followed a year later by the adoption of the lower scale by the Rudge-Whitworth and the various other firms. The report of the directors shows the total profit to have been \$103,290, to which was added the sum of \$13,500, brought up from last season's books, to form the grand total of \$116,790 on the credit sheet. Of this, \$32,500 goes to make up the preferred dividend of 6½ per per cent; \$20,000 is accredited to the common stock holdings, in a 10 per cent division; \$15,000 is reserved and \$37,500 is provided for extention of the work, while \$1,790 is carried forward to the new sheet.

The balance sheet of the firm of Joseph Lucas, Ltd., one of the oldest lamp makers in the business shows that beneficial results have been achieved by the year's work. The net profit for the year is given as \$74,151, to which is added a credit of \$12,750 from last season's business, which leaves, after the usual dividend on the preferred stock has been deducted, a balance of \$82,902, roughly speaking, of which a sum representing a 5 per cent dividend on the common stock, is to be paid \$25,000 is to be credited to the reserve fund, while the remainder or \$13,152 is carried over to the credit of the forthcoming season. The solid working basis of the house is shown by the totals, which give a difference between the two sides of the balance amounting to \$60,777 in favor of the credit column.

Saunders Has no Complaint.

"Business is much better than I expected," was the cheering though not unexpected remark H. Clarke Saunders, the veteran New Brunswick, N. J., dealer, made in answer to a query of The Bicycling World man last week. "The cycle business is, I am happy to say, more than holding its own, and as for motorcycles, well, I have disposed of more than twenty-five this season."

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Motor World Publishing Co., 154 Nassau street, New York. \*\*\*

SEPTEMBER SHOWS STRENGTH

Month's Exports go up a Peg—Japan's Purchases Record a Big Jump

September, 1904, was such a sick month in the matter of experts that, had September of this year been worse—as most of the months have been by comparison—there would have been need for a doctor. Fortunately this proved not to be the case. The exports for that month, the statistics for which are just to hand, show an increase—not a big one, it is true, but an increase, just the same.

That the cessation of hostilities between Japan and Russia has been a good thing for the cycle trade in the first named country is disclosed by the September figures. The most notable increase has been to Japan. For September, 1905, the exports to the Flowery Kingdom, amounted to \$19,511, an increase of \$16,954 over the same month of the previous year. Trade with Mexico is assuming a better color—an increase of \$3,993 for the month of September, 1905, over September, 1904—and the exports to other Central American States appear to be reaching better proportions.

The heaviest drop has been in the United Kingdom, but this decrease is more than offset by the rise in other European countries. The values for France in September, 1904, were \$1,391, while for September, 1905, they reached \$3,747, Italy, the Netherlands and other Europe show an increase—respectively \$646, \$2,795 and \$1,528—not so great, 'tis true, but it gives promise of increased business. British Africa in September this year exported just \$458 worth of goods, whereas last year the amount could be expressed in ciphers. Venezuela shows a slight upward tendency, as does also other South America.

The figures in detail for the month and nine months, respectively, are as follows:

Exported to—	September—		Nine Months Ending September—		
	1904.	1905.	1903.	1904.	1905.
	Values.	Values.	Values.	Values.	Values.
United Kingdom.....	\$6,909	\$1,683	\$200,597	\$206,662	\$176,661
Belgium .....	1,385	874	41,689	45,138	20,215
France .....	1,391	3,747	100,740	72,301	58,837
Germany .....	1,308	993	120,200	103,525	49,296
Italy .....	667	1,313	42,774	31,661	16,985
Netherlands .....	1,480	4,275	90,993	73,014	31,202
Other Europe.....	3,140	4,668	148,510	136,833	139,918
British North America.....	2,607	1,355	136,606	104,177	108,180
Central American States and British Honduras .....	243	608	2,010	2,922	4,267
Mexico .....	3,751	7,744	44,202	33,154	48,472
Cuba .....	3,687	2,059	12,384	27,599	30,131
Other West Indies and Bermuda.....	2,937	1,752	24,317	25,253	20,057
Argentina .....	2,301	1,266	9,644	13,904	11,148
Brazil .....	1,756	234	6,919	11,635	4,625
Colombia .....	424	67	556	4,225	1,771
Venezuela .....	50	71	281	237	586
Other South America.....	1,085	1,304	13,699	10,991	9,940
Chinese Empire.....	2,639	779	14,813	10,469	6,373
British East Indies.....	826	622	19,854	14,849	7,931
Hongkong .....	302	36	4,656	2,280	1,214
Japan .....	2,557	19,511	318,738	258,478	230,579
British Australasia.....	16,969	10,840	242,381	140,515	69,032
Philippine Islands.....	429	155	20,833	5,058	9,888
Other Asia and Oceania.....	1,812	751	22,248	13,028	12,870
British Africa.....	....	458	38,287	5,594	1,124
All other Africa.....	194	118	4,362	3,930	1,355
Other countries.....	....	...	63	88	....
Total .....	\$60,849	\$67,283	\$1,682,356	\$1,357,550	\$1,072,657

Tube Plant Makes Big Profit.

The German-Austrian Mannesmannroehrenwerke, a sister concern of the English works making tubes after the Mannesmann process, which has gone under, are slowly becoming a profit making undertaking. The slump in the tube trade hit them very hard, having for several years heavy losses as result. But the management persevered, and after hard work they can now look up and ahead to dividend paying times. Last year's net profit of over \$300,000 was used for the reduction of previous losses, and the profit of \$725,000 made for the year which has just closed will be used for the same purpose, leaving only a slight deficit which a few months' work will wipe out, leaving the earnings of the future for the shareholders whose patience deserves a reward. For many years the total loss of capital was predicted, everybody awaiting the end; only the managers had confidence, and to-day all debts are paid, losses wiped out, and a profit for years in store for the shareholders

Extent of Swiss Market.

In a report to Washington, United States Consul General Guenther, of Frankfort, Germany, states that a very insignificant portion of the bicycles used in Switzerland is supplied by the home industry. During the last five years 74,500 bicycles were imported into Switzerland, of which 49,500 were German, 12,500 French, 6,000 American and 1,700 English. Less than ten years ago England controlled the Swiss bicycle market; to-day the English trade is almost nil.

Evidence of Weigand Prosperity.

Prosperity has smiled on Paul Weigand, the leading dealer in St. Augustine, Fla. He has purchased the three story structure in that city known as the Manson Building, and will convert it into an apartment house, using the store floor for his bicycle business.



## PLEASURES OF POTTERING

### How they Differ from the How-far Kind and Keep Enthusiasm Alive.

No matter what may be a man's riding calibre, whether he be a weakling of the most incompetent kind or a giant for speed and staying powers, I think moderation in pace when touring should be his rule of life. What constitutes moderation in this connection is not quite such an unfixed quantity as it might appear at first sight; it means, so far as I am concerned at any rate, an entire absence of hurry, and an adherence to what may be termed one's normal riding pace.

I do not think any one who is imbued with the true instinct of the tourist ever does hurry, or if he does, it is only an occasional lapse, says Jock in the Scottish Cyclist. Hurry, in fact, seems to be antagonistic to the whole spirit of cycle touring; it invariably brings with it its bedfellow, worry, and between the two there is brought into existence a family of troubles capable of completely overwhelming any enjoyment expected. Hurry is more or less a specialty of the cycling tourist. Men who go on walking tours are not, I think, afflicted with this mile-covering mania to any extent, though I cannot vouch for this from personal experience, as I have never tried a walking tour in my life. I commenced cycling at too early an age to be led astray in that direction, and now that I am approaching the sere and yellow period of existence I have acquired too much wisdom to be induced to deviate from the right path, and forsake my wheel for shank's pony.

Whenever I refer to pedestrian tourists my thoughts go back to a trio of such I overtook on the road a short time back. They had evidently been tramping for a considerable time, each man being dusty and begrimed; each carried a bulky knapsack, each wielded a stout stick, and each belched forth clouds of tobacco smoke from a pipe of huge dimensions. Quite a dozen yards apart they trudged along, though evidently of one party, without any apparent desire on the part of any one of them to show the back of his heel to the others, nor apparently with much desire to hold converse one with another. I wondered where the fun came in in this style of touring. Perhaps they wondered the same with regard to me—that is, if they saw me, which I very much doubt. One could not imagine these men in a hurry or "having a scrap" along the road—the spirit of competition was non-existent among them—but theirs was the very drudgery of touring. I only envied them that big pipe at which each man sucked with such manifest enjoyment. In this last they undoubtedly scored one against me, for it is the one great drawback to cycle touring, no matter how quietly you potter along, you cannot enjoy your pipe. So I dismounted, sat on a gate,

and lit up. In time the silent and industrious three came again, plodding, plodding, plodding by. There was no hurry here; but, oh! the weariness of it! I think I would prefer to scorch on a bicycle continuously throughout a fortnight's tour than condemn myself to such tame, laborious travelling as this. Still, I have no mission to convert the pedestrian, and, after all, perhaps he is wiser in his generation than the cycling scorcher, who, I must confess, is less deserving of sympathy than the benighted tramper, who possibly knows not the joys of cycling, and only remains in outer darkness because he knows not the light. The scorching tourist, moreover, wilfully throws away the treasures the gods have placed before him, and reduces to the one dead level of the race path the fairest scenes that nature provides.

I came across a man once who had just finished a fortnight's bicycle tour, during which he had covered prodigious distances daily. He recounted his exploits to a party of us. On Monday he started from so and so, and went through here, and past there, until he got to some other place. On Tuesday he went over a range of hills, and round a lake, and along a coast—and so on, being repeatedly interrupted by his hearers. Had he seen a certain cathedral? Did he notice that fine view? What did he think of so and so? For a man who is seeking kudos in an account of the mileage he covered to be harassed in this way is no doubt annoying, and I suppose this must provide the excuse for this particular tourist, who suddenly ceased his tale, and bade us all betake ourselves to a certain place unmentionable. He pointed out that he didn't go to see scenery and churches and "that sort of rot"; he had been for a bicycle tour, and he requested us not to forget it. We didn't.

Can any one say that that man wasn't fairly representative of a considerable section of cycling tourists? Let any one inform his cycling friends that he has been on a tour, the first question they will put to him will most probably be, "How far did you go?" or if he says he did a five hundred miles trip, "How long did you take?" It does not seem to be properly appreciated that neither question is to the point. Surely more suitable questions would be, "Where did you go?" "What did you see?" But such questions, if they occur to one's interrogator at all, usually come as an afterthought, the rider's prowess as a speed man or a coverer of great distances being apparently the standard by which many assess the success or otherwise of a cycle tour.

Personally, I like to feel fit to ride twenty miles, and to do but twelve. This to my mind constitutes the perfection of touring; to get off the machine occasionally and loll on the grass, to enjoy a fine panoramic view from some hilltop, to loiter in some delightful out-of-the-way village, or to have a refresher and a pipe at some old-fashioned inn, to listen to the rustics discussing the important affairs of the district, until one

feels a strong partisan on one side or the other, and so on. Such experiences take a man out of himself, make him forget the dull routine of his ordinary life, and generally tend to benefit him mentally and physically.

To rush from one large town to another, always in a hurry, intent upon getting as much as possible into the time available, is but to exchange the wear and tear of our everyday breadwinning for another kind, and to make the holiday more or less a failure. The scorcher contents himself with the husk, while the potterer reaches the very kernel of enjoyment. The latter is able to feel that time does not concern him; so far as he is concerned yesterday never was, to-morrow never will be. He lives in the present, takes things as they come, without troubling what may be ahead, and gets the maximum of pleasure from his tour. It may be argued that I preach too much the gospel of laziness, and that a man must be addicted to the vice of laziness to find satisfaction in such persistent pottering; but I have tried both kinds of touring. I know which has proved the best in my case, and which has kept me, after many years, still an enthusiastic cycling tourist, while many of those who were my scorching companions of old have discarded the game as too laborious. After all, life brings us hard work enough that we need not seek it in our leisure hours, and for myself, though I can enjoy a fast ride at times when on tour, and approach as near to the delights of dolce far niente as is possible with an active amusement like cycling, the pleasures of pottering have me in their thrall, and a pottering tourist I shall continue to the end.

### When the Motor Grows Erratic.

Sometimes the apparently causeless erratic behavior of a motor may be traced directly to a leaky float, which, partly laden with gasoline, surges up and down in its chamber in much the same fashion that a water-logged boat behaves in the water, thereby varying the supply of fuel in a most uncertain and disgusting manner. When the motor suddenly speeds up and then loses power, missing for a time, and then accelerating without apparent cause, look at the float. Usually it will be sufficient to "tickle" it in order to determine whether or not it is really floating as it should.

### Sweden Said to Want Motorcycles.

There is said to be a good market for motor bicycles in the North of Sweden and Finland, where the means of communication are usually very defective. Belgian and German machines have the lead up to the present time, but the opening for trade is said to be good.

### Motorcycles for Milwaukee Cops.

Alderman S. M. Becker is planning to introduce a measure in the Common Council of Milwaukee, Wis., to provide a detail of policemen with motorcycles. He believes they will be able to suppress automobile scorching, catch runaways and better regulate traffic.



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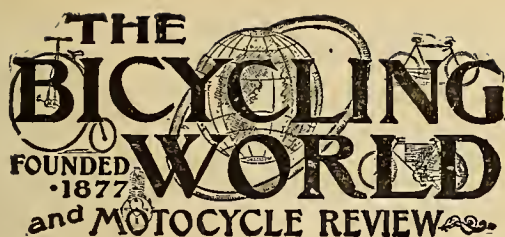
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NEW YORK, NOVEMBER 4, 1905.

### The Want Which it Fills.

We believe the communication of Mr. H. A. Gliesman, published on this page, merits the prominence given it. He states a situation that few realize exists; there are many even in the trade who apparently are unaware of it.

It is so usual for newspapers, ex-cyclists and occasional or lukewarm cyclists to disclaim, "Oh, cycling is dead," that they cannot conceive that there are hundreds of old cyclists who have never lost the keen edge of their interest and enthusiasm, and thousands of new riders who have acquired it, not to remark the motorcyclists whose enthusiasm suggests the earlier days of cycling pure and simple. These men, as Mr. Gliesman says, fairly hunger for cycling literature and will go far to obtain it. Cycling is their hobby and they worship at its shrine.

We ourselves have had too much evidence of this interest not to know its extent and its earnestness. It is one of the things that has made publishing The Bicycling World and that makes the publication of any other paper a genuine pleasure. Though the days may be diminished days, there is the knowledge that men await the paper with real

eagerness and the satisfaction that they peruse it with real relish.

It is only the men out of touch with cyclists and motorcyclists or whose own interest has staled who give voice to the "cycling-is-dead" prattle. The misfortune is that such men are so numerous.

Editor of the Bicycling World:

Won't you allow me the space in your columns to say, without intending flattery, that bicycle dealers and repairers who get your valuable paper should not merely read it for their own interest, but should let their customers—"those who show some activity in the game"—know that they receive it weekly and permit them to read each issue. The result will surprise them, as it has surprised me.

The fact is, there is so little publicity given to cycling nowadays that riders are actually hungry to devour what little they can feast their eyes on. Therefore, when they find a place where they can get that little it is a 10 to 1 shot that they will not miss a chance to satisfy their appetite. The result is that many a customer can be secured just through that channel. In proof of these statements I beg to state that from Saturday evening until Wednesday of each week I have to allow about fifty to seventy-five persons the privilege of reading my copy of the Bicycling World. On Monday evening, if it is in, is when the fun is, for sometimes there are as many as seven or eight in line, waiting for their turn at the previous document.

I hope that the dealers who read this will try the experiment for their own satisfaction, and that on your part, Mr. Editor, you will stick to your policy of preaching the bicycle in preference to all other means of locomotion.

H. A. GLIESMAN,

Tiger Cycle Works, New York.

### To the Glory of Chadeayne.

William C. Chadeayne has proved himself worthy to succeed George A. Wyman as the holder of the cross-continent motor bicycle record. The pluck, endurance and perseverance of the one man is surpassed only by the pluck, endurance and perseverance of the other one, and each of them displayed enough of those sterling qualities to enshrine their names in glory.

Wyman travelled from west to east, Chadeayne from east to west. Wyman encountered snow at the beginning, Chadeayne met it toward the close of his long journey. Both had their share of sand and of mud, of mountain and of desert. But for the keen imagination there can be no more splendid picture than of Chadeayne's ride from Omaha to the Pacific—his long moonlit battle with the snow on the prairies of Wyoming, his midnight ascent of the Rockies, his crossing the Great Divide

of the continent alone and in the dark and silence of midnight, his descent of the great range, his plunge into insensibility over an embankment, his wearying night toil across the desert to the chorus of coyotes, his ever pressing on, on, on, when hope had almost fled, despite every obstacle, despite every accident, despite eyes inflamed and lips bloody from the alkali dust.

It is an inspiring picture—that day and night ride across the boundless West. It is a performance that throws into strong relief the sterling qualities of man that occasion brings to the surface. Every one able to appreciate such qualities will be glad that Chadeayne reached his goal with time to spare. Even had he failed of the record, their appreciation would be not one whit diminished.

The opportunity to secure a smooth macadamized highway from New York to Buffalo and about six thousand miles additional of the same sort of road will be presented to the voters of New York State on Tuesday next, 7th inst. No cyclist or motorcyclist able to exercise the right of suffrage should permit the opportunity to escape him. The casting of each ballot will help make of New York State a cyclists' paradise. Therefore vote early if you can, but let nothing deter you from voting before the polls close. The good roads ballot will be technically styled Amendment No. 5. It is the amendment that seeks to create a fund of \$50,000,000 for highway improvement.

The difference between the automobile and the motor bicycle, and the advantages of the latter, were never better illustrated than by the automobile economy test, conducted this week by a New York organization. A run from New York to Philadelphia and return was included in the itinerary. It involved the use of six ferries. The total cost of ferryage ranged from \$1.50 to \$5.60 per car. For a motor bicycle, following the same route, the expense for the same item is no dollars and no cents.

North Carolina seems not to have made much progress in the last twenty years. It was a city in that State that supplied a rather celebrated case by prohibiting the use of bicycles. It is a curious coincidence that a North Carolina town should now become notorious for a similar attitude toward motor bicycles. Just as the F. A. M. is to-day assisting in fighting the Reidsville prejudice, so some twenty years ago the L. A. W. performed like service in Wilmington, N. C.



## WANT THEM EXPELLED

### Charges Preferred Against Two F. A. M. Members and their Suspension Follows.

As an aftermath of the two "outlaw" race meets run in Boston this fall, and the occurrences leading up to them, charges have been preferred against W. T. Marsh, Brockton, Mass., and A. A. Hoyt, East Whitman, Mass., two members of the Federation of Motorcyclists; their expulsion from the organization has been requested. Immediately after the filing of the complaint the two men were suspended from membership by President Betts.

The formal charges signed by five members are as follows:

"Under Section 3, Article 3, of the bylaws, we hereby prefer charges of disloyalty and conduct unbecoming members and prejudicial to the interests of the organization against W. T. Marsh, Brockton, Mass., and A. A. Hoyt, East Whitman, Mass.

"We charge that the said Marsh and the said Hoyt committed the aforesaid offences on and between the dates August 19 and September 30, 1905—

"(1) in that, while members of this organization, they separately or jointly, and with deliberate intention, connived, engaged or assisted in a movement designed to do it injury, to further which movement they used, or caused to be used, without their knowledge or consent, the names of certain men then or now members of the F. A. M.;

"(2) in that, while members of this organization, the aforesaid Marsh and aforesaid Hoyt on the dates September 9, 1905, and September 30, 1905, promoted or assisted in the promotion and conduct of race meetings at Charles River Park track, Cambridge, Mass., which race meets were run without sanction of the F. A. M., and were, with deliberate intention, conducted without regard to and in premeditated and announced defiance of its rules and regulations.

"Considering such behavior disloyal and unbecoming members and prejudicial to the interests of the Federation of American Motorcyclists, we ask the expulsion from membership therein of the said Marsh and the said Hoyt."

The alleged offenders are required to make answer within twenty days, after which judgment will be rendered by vote of the national committees on membership and legal action.

The facts in the case are fairly well known. On the occasion of the postponed F. A. M. championship meeting on the Charles River track in August last, C. A. Libbey appeared in an event restricted to stock machines mounted on a special Marsh racer, which looks not at all like their stock article. Libbey was promptly disqualified by the referee.

Although there was no sound reason for disputing the decision, the Marsh brothers and their immediate following were so greatly incensed and excited that they went right home and "organized" an "association" of their own merely by printing a letter head. The "officers" named on the letter head were either Marsh employes or attaches. The Marshes leased the track and held two rather startlingly original race meets. The men who competed were promptly suspended, four of them, including Libbey, for life. Marsh and Hoyt, who is a Marsh employe, served as race meet officials, and were actively concerned with the "letter head" organization.

### This was a Queer Accident.

A form of accident which is brand new in the annals of bicycling befel a Cheshire (England) rider the other day as he was crossing a bridge over a canal. It seems that just at the instant of his crossing a barge was being shunted through under the bridge by the simple expedient of slipping the tow rope and allowing the horse to run over the bridge, dragging the line after him. In some manner the rope became entangled about the neck of the luckless cyclist, and he was dragged from his machine and jerked along the road for some little distance before the horse could be stopped the rough treatment rendering him unconscious and bruising him severely.

### To Test Motorcyclists' Judgment.

The New York Motorcycle Club will hold an open regularity or speed judgment contest on Election Day, 7th inst. The route will be from 10 West 60th street, New York City, to Bedford, N. Y., and return, ninety miles, which distance must be covered at an average pace of fifteen miles. The participants, who may start at any time between 8:30 and 9 a. m., will be timed four times enroute at places unknown to them, ten minutes' leeway being permitted. The awards will be made on the point system. The event has been sanctioned by the F. A. M.

### Seeking to Reduce Cycle Tax.

A movement is on foot among French cyclists to secure a reduction in the cycle tax. They contend that the sum of six francs which is annually levied is out of proportion to the average value of a bicycle, especially now that it has become such a democratic means of transportation. Petitions addressed to the government are being largely circulated, and, needless to say, they are rapidly filling with signatures.

### Unknown Nolan's Ambitious Project.

According to one of the daily papers, Charles Nolan, of New York City, whoever he may be, is planning an around-the-globe motorcycle trip. He will go from New York City to San Francisco, and thence around the world. The object of his jaunt is not stated, nor is the time of his departure given.

## TO SAVE CYCLEPATHS

### Minneapolis Wheelmen "Go into Politics" for the Purpose—Their Grievances.

Just because bicycle riding as a fad and fancy died out long ago in Minneapolis, Minn., it does not follow that there are not thousands of cyclists in that city, and many of them enthusiastic. Just now they are beginning to get very active, with the object in view of protecting the sidepaths.

The reason for the stir is the threat on the part of the City Engineer to tear up Blaisdell avenue path. This has roused them from their lethargy, and they are beginning to organize a special movement for path protection, and one that will have for its object the saving of every path in the city.

Riders point to the fact that the condition of Minneapolis streets in wet weather is such that riding is impossible upon them. Thousands of laboring men now use their wheels as a means of getting to and from their work, and this class of people is growing every year. They find that with paths they can save car fare and get to outlying homes at a saving, and they are taking to the wheel for that purpose. They will resent any taking away of paths, because, they say, the police will not allow them to use the sidewalks, and they must get to their homes in some way.

"The paths must remain," said one old-timer of the better class, speaking of the proposition to remove a path. "I have photographs of some of the streets near paths that I could show to prove that it will be impossible to get along that district without the path. The roads are in a fearful state, while the path is dry and fine. At present we are quite well provided with paths, both for business purposes and recreation. But we need all there are, and we are going to fight to keep them."

Minneapolis cyclists are going to carry their fight into politics, just as they did one year when a candidate for the mayoralty who had a decided aversion to bicycles and all things pertaining thereto, was defeated by an overwhelming majority. They assert that when the Aldermanic campaign comes around they are going to ask every candidate openly what his attitude is regarding bicycle paths, and if he is not for keeping them in repair they will go against him. They say that enough money is paid into the fund by the bicyclists for tags to keep the paths in good shape, and they are going to demand it.

The bicyclists are all saying nice things about the present bicycle inspector. They show that since he has been in office he has taken their interest to heart, and has done all he could toward having the paths put in shape. He has made efforts to locate the fund and get what was possible of it for use on the paths, and they feel very grateful to him.

A meeting was held Monday of last week in which the matter of outside paths was taken up, and it was decided to ask the County Commissioners to do something with country paths.



## CHADEAYNE REACHES 'FRISCO

**His Grit Gets Him Inside the Record, too—  
Rode Day and Night.**

San Francisco, Oct. 30 (By wire).—Chadeayne reached here at 9 o'clock this morning. He was "all in" physically, but is otherwise all right.

This message reporting the completion of W. C. Chadeayne's ride across the continent on a 3 horsepower Thomas motor bicycle marks the successful consummation of one of the pluckiest and most enduring performances in the annals of any sport.

After he reached Cheyenne, Wyo., and sent back the message, "I'm no quitter and will reach 'Frisco if it takes all winter," few doubted but that he would keep his word. He had been snowbound for two days at the time—October 16—and it seemed as if the task he had set for himself might prove an all winter one. There then remained but a ghost of a chance of his being able to reach his destination inside of George A. Wyman's record of forty-eight and a half days. He was then thirty-six days out from New York, was more than 1,200 miles distant from San Francisco, and the roads were deep with snow and the Rockies and the Sierras and two deserts were ahead of him. All but hope and Chadeayne's pluck had fled.

Slender as was the chance, he accepted it, and by daring and desperate riding by night and by day, he reached his goal. He beat Wyman's record by slightly less than a day.

Chadeayne left New York September 13 at 9:25 a. m., and reached San Francisco October 30, at 9 a. m. He thus completed the journey from ocean to ocean in 47 calendar days, 11 hours and 35 minutes, which takes into consideration the three hours' difference between Eastern and Western time.

After leaving Cheyenne, Chadeayne practically had not a night's rest. Fired by ambition and determination not to fail, he little more than snatched an occasional few hours' sleep. He reached the backbone of the continent, the Great Divide, at the tiptop of the Rockies, at midnight, and in darkness treaded his way up hill and down over the rocks and sand, over strange and lonely roads and bone racking railroad ties.

It is not strange that ultimately in the early morning, near Ogden, Utah, he plunged over an embankment. He was knocked insensible and his machine was almost wrecked. If ever man had vailed excuse for quitting, Chadeayne had it at that time. But he had no thought of anything of the sort. When he regained his wits he straightened out the wreck as best he could and pressed on.

He reached and left Ogden, some 900 miles from 'Frisco, on October 23, and covered that distance, which includes a desert and the Sierra range, in a little less than seven days, and nights, for the last mail advices

from him reported his arrival at Reno, Nev., at 7 p. m. on October 28, after covering 175 miles in the preceding twenty-four hours.

"Rode between the rails most of the way," he adds, "roads being too sandy. Am riding night and day, in a desperate effort to get in on time. Am 'all in' here, but will not rest till I reach 'Frisco."

Previous to the receipt of this postal he had sketched his strenuous ride from Cheyenne to Ogden in the following semi-personal letter dated at Ogden, October 23:

"Arrived here this morning at 5 a. m. Talk about hell! I am getting it. Am making a desperate effort to get there on time. I am pretty much on the bum—that is, bunged up. Have lost plenty of hide in last few days and am black and blue in numerous places.



W. C. CHADEAYNE.

But I will get there if there is a ghost of a show. You will find I am no quitter and will be there somewhere near the time.

"The plains and deserts were the 'worst ever.' Thought I had some sand farther east, but all those roads were dreams compared with these Western roads—mile after mile of sand, sage brush and alkali. My lips crack so they bleed, my throat and tongue are inflamed and swollen and the thirst cannot be quenched by drinking from the canteen which I fill whenever opportunity offers. The ranches and people are few and far between, twenty or thirty miles in some cases, and it makes one long to be back in God's country.

"I covered over 200 miles of desert country and am mighty thankful to have a short breathing spell, for I will get more of it after leaving Ogden. Found the railroad track well ballasted, and covered many miles on it bumping ties. At Cheyenne I improved my time while having to wait there on account of snow by overhauling the machine and working on a rail attachment which proved a failure.

"Had a pretty hard time of it the first day after leaving Cheyenne. Had a clear, cold day, but could not get away before afternoon. I started my climb of Sherman Hill, thirty-three miles long and going up to an altitude of somewhere around 11,000 feet. Toward evening it got very cold and I was making poor time of it over the road on account of snow, so took to the railroad and about 12 a. m. passed over the great continental divide. From there it was all down hill to Laramie, where I arrived about 2 a. m., covering about fifty-seven miles.

"The next day I went over the desert to Rawlins; the day after that Green River, and the next day to Evanston. Have been taking advantage of moonlight to make up mileage at night. It was 11 a. m. when I pulled into Evanston, and after resting a bit left for Ogden, seventy-six miles away, fully expecting to reach there in good time Sunday afternoon. I found the roads in pretty good shape for this country, and after climbing for fourteen miles started on a long down grade through Weaver Canyon. I had more than the usual number of spills and much hard luck. Thirty miles from Ogden I was making good time down a hill with a turn; at the bottom I slowed up some, but did not expect to run into snow and gumbo, and so lost control of the machine and pitched over a 20- or 30-foot embankment. When I came to two men and a woman were carrying me up to the road. I did not care about myself, as no bones were broken, and beyond a bad shaking up and a few scrapes and bruises I was all right—must have struck my head on a rock on the way down, for it was pretty sore in places.

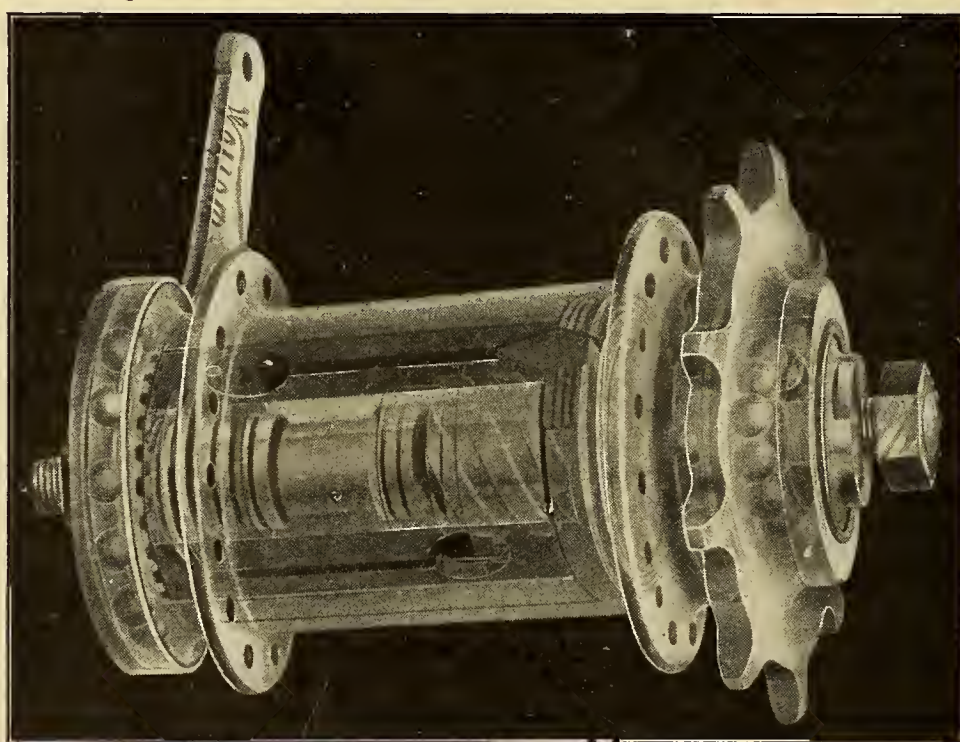
"What worried me most was the condition of the machine—it appeared a wreck as it lay there, but I managed to get it to a ranch some distance away, where I went at it with a crowbar, large wrenches and hammer. It was long after dark when I finally got it in shape, so the wheels would revolve. I bumped over the rocky road for a while, but after two spills took to the railroad, which I followed in the dark to Echo, twenty-four miles from Ogden. I was determined to reach Ogden that night, and waited till after 2 a. m. for the moon, and finally reached Ogden at 5 a. m. Was up and working on machine at 7:30. Expect to leave in morning."

#### 'Frisco Ferries Rescind Motorcycle Charge.

Several weeks since the Southern Pacific R. R., which owns all the ferry lines between San Francisco and Oakland, Cal., began imposing a rate of 50 cents on all motorcycles using the boats, in addition to the 10 cents charged the rider—the fees exacted of automobiles and automobilists. Of course, there was a howl. The injustice of the stand was so apparent that C. C. Hopkins, acting jointly for the F. A. M. and the local club, took up the matter with the Southern Pacific authorities, to such good purpose that the new tariff has been rescinded. Motorcycles are again carried free.



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"Coaster Brake Model"  
is fitted with a  
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# GET THERE?

Did Chadeayne Get There?

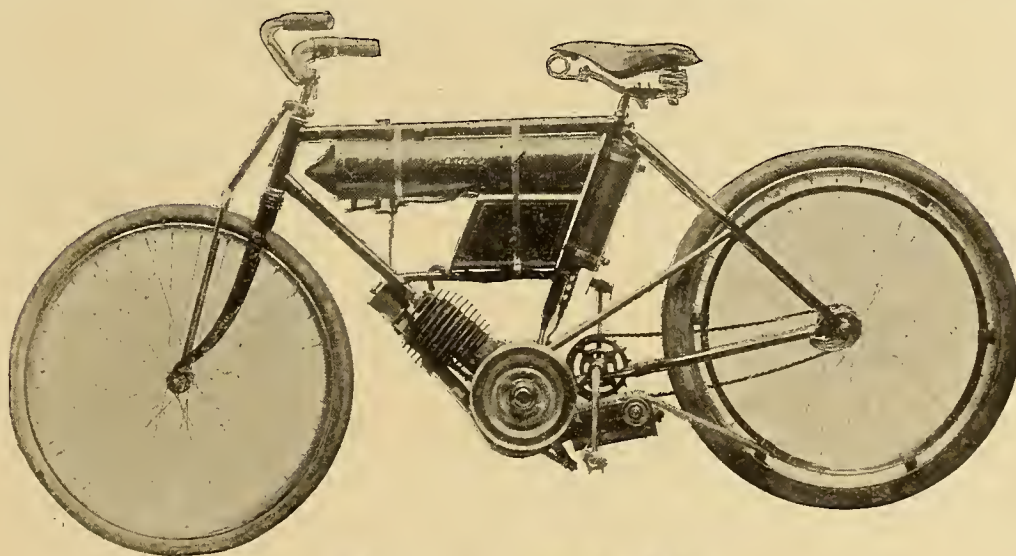
## OF COURSE, HE DID.

# THE 1906 THOMAS AUTO-BI

on one of which W. C. Chadeayne

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Diamond E complete Nipples	7/8	inch.
No. 2 Special A " " "	3/4	"
" 6 " " " "	3/4	"
" 2 " " " "	3/4	"
" 6 " " " "	3/4	"
No. 2 A complete nipples	3/4	"
" 6 A " " "	3/4	"
" 2 B " " "	3/4	"
" 6 B " " "	3/4	"

15-16 inch Nipples with above Spokes, except Diamond E, extra.  
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The Smith Two-Roller Spring Seat Post, Plain  
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Cem. Sec.  
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Extra for broad band over 1/4 inch wide.  
" " Stripes not over 1/4 inch wide.

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" 75, " " Nickel Ferrules.  
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Sponge Rubber Leather covered.  
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Brass Cast Base Foot Pumps, No. 215, 1 1/4 x12.  
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## FIRST QUALITY.

## SECOND QUALITY.

1/8 inch.	1/8 inch.
5-32 "	5-32 "
3-16 "	3-16 "
1/4 "	1/4 "
5-16 "	5-16 "
3/8 "	3/8 "

All sizes in Steel, Brass & Metal Balls carried  
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No. 5 B Block & Sides, Straw Block & Blue  
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One that will not set or lock or throw you over the handle bars;  
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## REIDSVILLE'S BID FOR FAME

### Bars Motorcycles From Streets but a Fighter Arises—Law to be Tested.

Reidsville, N. C., will have the possibly proud distinction of being the first town in the United States in which a citizen actually has had to go to law to obtain the right to use a motor bicycle on the public highways. David L. Carroll is the citizen in question. Incidentally, the Carroll case is the first one in which the Federation of American Motorcyclists has taken a hand.

P. D. Watt, Mayor of the town, was the author of the ordinance, or bylaw, or motion, responsible for the state of affairs. It appears on the town records in this form:

"P. D. Watt, Mayor—Motion to prohibit the running of what is known as motorcycles on the streets of the town, and a fine of \$2 be imposed for each offence. Motion carried. Clerk instructed to post notices to this effect."

There are three motorcyclists in Reidsville. The action of the "city fathers" was enough for two of them. They have not used their machines since the passage of the prohibitive bylaw. Carroll is the third one. He is made of sterner stuff. He applied to the F. A. M. for advice and assistance. Chairman John C. Higdon, of the Legal Action Committee, informed him that there was no doubt of the unconstitutionality of the ordinance, and that if he became a member of the organization and would "get arrested," the F. A. M. would assist in his defence.

Carroll promptly did both things. His arrest entailed a fine of \$2, but he immediately appealed the case to the superior court. His determination caused some of the Reidsville officials to weaken, and to suggest that he compromise the matter, but Carroll's fighting blood is up, and he writes that he means to see it through to a finish. The case will come up for hearing next week.

The brief which Counsellor Higdon has prepared, and which will be brought to bear, and which, as the first of its kind, is of interest and value, is as follows:

The defendant is charged with riding his motorcycle in the streets. Defendant contends that the ordinance is unconstitutional, and is class legislation, inasmuch as it prohibits motorcycles from being used in the streets, but places no restriction on other vehicles.

A street or a road is, in law, a public highway, and as such belongs to the public and to all the citizens thereof, and all have the right to travel thereon by their own selected modes of conveyance, whether it be as foot passengers, bicycle, ox team, a four-in-hand, or an automobile. (Coombs v. Purrington, 42 Me. 332; Barker v. Savage, 45 N. Y. 196; Commonwealth v. Temple, 14 Gray 74.)

To say that a new mode of passage shall be banished from the streets, no matter how much the general good may require it, simply because streets were not so used in the days of Blackstone, would hardly comport with the advancement and enlightenment of the present age. (Moses v. Pittsburg, etc., R. R. Co., 21 Ill. 522.)

It has been uniformly held by the courts that a bicycle is a carriage, in the meaning of the law, and that as a carriage it is entitled to all the rights and privileges of the streets the same as all other carriages, be it a one-horse buggy, four-horse truck, or an ox team. (Ladd v. Allen, Supreme Court, New Hampshire, 1881.)

In Swift v. the City of Topeka (43 Kansas 671) the court also held that the bicycle is a carriage, and discharged the person from custody in which he had been held for violation of the City Ordinance prohibiting bicycles from being ridden "across the Kansas River bridge."

The Supreme Court of Rhode Island, State v. Collins, 16 R. I. 371, also held that a bicycle is a carriage.

It cannot be denied that defendant's motorcycle is merely a bicycle, with certain ma-



JOHN C. HIGDON,  
Chairman F. A. M. Legal Action Committee.

chinery attached to it, but it is clear that even with its motor attachment it nevertheless remains a bicycle still.

In this connection we quote from an interesting article written by R. G. Betts, of New York, a pioneer motorcycle rider, who is now president of the Federation of American Motorcyclists (Motorcycle Magazine, p. 85).

The writer, speaking of the motor bicycle, said:

"The addition of a motor does not change its nature any more than does the addition of a baby carrier to a bicycle. It remains 'a vehicle with two wheels, one behind the other.'"

We submit that a motorcycle is more of a bicycle than it is an automobile, for the motor bicycle has but two wheels, and takes up no more space than a common bicycle, which is confessedly a very small space when compared with that occupied by a four-wheeled automobile.

It has been almost uniformly held by the courts that an automobile is a carriage, in the meaning of the law, and that as a carriage it is entitled to all the rights and privileges of

the highway, the same as any common carriage, be it a bicycle, a one-horse buggy, a four-horse truck, or an ox team.

The most recent case is that of Knight v. Lanier (69 Third Division App. Court), wherein Judge Gaynor, of the New York Supreme Court, in Nassau County, used the following language:

"Now, there is no question with you and me about the rights of the defendant in this lane or in the highways. Far be it from us to have any prejudices against a horseless carriage. To be sure, the world is filled with all sorts of stupid prejudices, always was, and always will be, I suppose, about every change that ever occurred in the world. Even the best one that we can think of was met by, I suppose, the majority of people, with some stupid prejudice against it. . . . But here we have no such prejudice.

"The automobile has as much right in the streets as the horse has. The bicycle used to be under the ban, but nobody now thinks of having any ill feeling against the bicycle. The same way the improvement of the automobile is good. Many saw it was good from the start. Nobody has any prejudice against it. . . . You certainly have no prejudice, except against a man who uses it in a reckless manner, and you would have a prejudice against a man that drove a horse in that way, but against this means of travel you have no objection whatever.

"In addition to that, the law is with this means of travel. It has a right in the streets, as much right as a horse has, and, to some extent, it is superseding the horse, and is useful and pleasant, and by all means let this defendant have an absolutely fair show as far as that is concerned."

The still later case is that of the City of Fall River vs. Baker, in which the Supreme Court of Massachusetts, last month, handed down its opinion, in part, as follows:

"Plainly an automobile is a vehicle which can carry passengers or inanimate merchandise, and so is such a carriage as the Legislature had in view in the use of that word in the statute.

"The automobile is a vehicle in common use for transporting both persons and merchandise upon public ways."

The law has never yet undertaken to restrain citizens from constructing their private vehicles in the manner best suited to their individual tastes, or to give to any form of private carriage any rights or privileges superior to those of any other form, provided the form is not such as will injure the roadway.

It has even been held lawful to operate a steam traction engine on a roadway, notwithstanding it was urged that horses had been frightened by it.

### How the Colt Kicked the Cyclist.

It is not often that one of the Equidae wreaks vengeance upon a cyclist, but such is the tale from Tuckerton, down in the clam district of New Jersey. Alfred Genn was cycling to Tuckerton and met an unharnessed colt going in the same direction. According to the Ocean County Democrat, the colt turned its head, saw the cyclist coming on and, instead of becoming frightened, as most colts do, stopped and placed himself across the road. When Genn attempted to pass the colt let fly his heels, knocking the cyclist from his wheel. Genn is now in the hospital with a fractured skull and internal injuries.

### To Check Russian Revolution.

Every cyclist in Russia must now carry his photograph, bearing a special police stamp and the number of his bicycle, because the innocent wheel is now being widely used by the revolutionary party.



Tigers Turn Out and See Kind Win.

Last Sunday, 29th ult., the Tiger Wheelmen, of New York City, had great sport on the Hoffman Boulevard, at Jamaica, L. I. It was the fourth event in the series of races to decide the club championship for 1905, and comprised a handicap of exactly twenty-one and one-half miles. It was not the race that caused all the sport—an old fashioned "Dutch spread" following the race playing an important part.

In point of numbers this event was the best attended thus far. Nearly every Tiger was in line for the run to Jamaica, and about seventy-five members of the St. George Wheelmen, of Manhattan, accompanied the club.

Eighteen riders started in the handicap, which was a blind affair, the riders starting from the tape together and the envelope containing the handicap not being opened until the finish. This brought grief to Urbain McDonald, the club's "crack" sprinter. McDonald outrode every one and covered the distance in the fast time of 1 hour 1 minute 25 seconds, but was euchered out of first honors by a margin of 37 seconds. Nick Kind having been allowed five minutes' handicap, while McDonald rode from scratch. Kind's time was 1:05:25. Chris. Kind (6:00) finished third in 1:09:13 3-5.

G. B. Hunter, as usual, rode a hard luck race. He had to change mounts three times, but managed to finish sixth after all.

In the struggle for points McDonald now leads with 75, and if nothing unforeseen happens will undoubtedly win the loving cup. There will likely be a tussle for second place, as the next three men are within speaking distance of each other. Hunter has 47 points, Morin 42 and H. Johnson is only one behind. The score of the other riders follows: P. J. Baum, 32; C. P. Soulier, 32; Chris. Kind, 28; Nick Kind, 25; Al. Judge, 24; Henry Van den Dries, 19. The summary of last Sunday's race follows:

Pos.	Rider.	H'cap. m.s.	Time h.m.s.	P'ts.
1.	Nick Kind .....	5:00	1:05:25	10
2.	Urbain McDonald .....	Scratch	1:01:25	9
3.	Chris. Kind .....	6:00	1:09:13 3/5	8
4.	F. Morin .....	0:45	1:05:25	7
5.	Otto Brandes .....	0:45	1:05:29	6
6.	G. B. Hunter .....	1:00	1:09:37	5
7.	J. Fox .....	11:00	1:16:52	4

Pacemaker Killed in Germany.

Some day, perhaps, after all who are willing to offer themselves as martyrs are sacrificed, those huge locomotives, misappropriately called pacing machines, will be ruled off the tracks. Not until then—resolutions of the N. C. A. and their acceptance by the I. C. U. to the contrary notwithstanding—will this be brought to pass.

Once more a pacing motor fatality has to be recorded, in which the usual order of the killing was reversed, Paul Dunkel, the pacemaker, being the victim. Dunkel was killed at the Steglitz track, in Berlin, Germany, Thursday, 19th ult. He was pacing Bruno Demke at the time of the accident. On one of the steep banks the rear tire of the huge pacing machine exploded and both Dun-

kel and Demke went down. Demke was not hurt and jumped up and pulled Dunkel off the track. The latter's helmet was partly torn off by the fall, and the heavy machine, which weighs nearly 1,000 pounds, swerved round and broke his unprotected skull and ribs. He died instantly.

Paul Dunkel was born at Hanover, June 28, 1882. He was married only a few weeks ago.

Nelson Wins But Is Protested.

E. Nelson, of Philadelphia, with a handicap of 1 minute 35 seconds, finished first in the annual road race from Camden to Atlantic City, N. J., which was held last Sunday, but his victory has been protested on a claim that he accepted pace from an automobile and also motorcycles. Richard Hemple, of Atlantic City; Howard Lowry, of Philadelphia, and Charles Van Dorn, of Atlantic, followed Nelson across the tape in the order named. First time prize went to Edward Bloomfield, a scratch man, who covered the sixty miles in the fast time of 3 hours 28 minutes. W. Richard Stroud, of Philadelphia (scratch), was second, in 3:50, and Van Dorn won third time prize in 3:30:30. Van Dorn's wheel broke down at Pleasantville, but he borrowed another and finished in time to count in the award of prizes.

Pottier Breaks the Hour Record.

Robert J. Walthour, of America, Rene Pottier and Marcel Cadolle, of France, met in a 50-kilometre race at the Buffalo velodrome, Paris, Sunday, October 22, at the closing meet of the season. Pottier finished a lap in front of Cadolle and Walthour trailed Pottier by five laps. The Paris papers state that the American was but "indifferently paced." Incidentally Pottier beat the hour record, riding 48 kilometres 950 metres (nearly 31 miles). Human pace was employed.

Spanish Cyclists Fight Fatal Duel.

Spain has again enjoyed a duel in the shape of an encounter on bicycles. According to the story, two members of the Grenada Cycle Club, named Perey and Marcus, respectively, fought with navajas while riding their machines. In the first bout Perey drove his knife through his opponent's right arm, but in the third Marcus wounded him in the right lung and he died soon afterward.

Christoffson Reduces a Record.

H. P. Christoffson has reduced the San Francisco-Los Angeles motorcycle record to two and one-half days—a cut of a half day. He rode a Thoroughbred, and covered the 507 miles, much of it mountainous country, in 27 hours actual riding time, doing the last 170 miles in 10 hours 45 minutes.

C. R. C. A. Field Day at Valley Stream.

The New York State division of the Century Road Club of America will hold its annual field day on the afternoon of November 7, at Smith's, Valley Stream, L. I. There will be several bicycle races, besides the usual games.

Willis Runs Away at Acton.

This is the era of "dark horses" in that they are apparently winning every road race that has been held this fall. The road races at Acton, Mass., last Saturday, 28th ult., were no exception, for Joseph Willis, of Concord, an unknown quantity, ran away with first prize in both the one and five mile events in a manner that certainly must have caused the local aspirants for honors to sit up and take notice. Willis rode the five miles in 16:49 from the two minute mark.

A large crowd witnessed the events, notwithstanding the fact that they were not previously advertised, and a good field of starters lined up for each event. The feature of the five mile event was the riding of the scratch men, especially that of Charles Milkowait, who recently took up his abode in Cambridge. Milkowait rode under the colors of the Tiger Wheelmen of New York City, and by the hardest kind of plugging soon left the other scratch men. Besides winning first time prize in 14:02 1-5, he crossed the tape second.

Willis, the dark horse, who trotted under the wire first, drew a lead on his followers at three miles, and although Stoddard, Leighton and Schmidt by alternating pace, endeavored to pull Willis down, they were unable to overhaul the runaway and he finished with time to spare.

The one mile race was also captured by Willis by clever riding, but he failed to score a triple victory, as "Bobby" Lawrence showed to the front in the two mile event. The summary of the five mile race follows:

Pos.	Rider.	H'cap m.s.	Net time. m.s.
1.	Joseph Willis, Concord.....	2:00	16:49
2.	Chas. Milkowait, Cambridge Scratch		14:02 1/2
3.	B. L. Stoddard, Athol.....	2:30	18:09
4.	S. Leighton, Acton.....	2:00	17:08
5.	S. Schmidt, South Acton.....	2:00	17:09
6.	O. Beterson, Lawrence.....	1:00	16:14 1/2
7.	A. C. Wyeth, North Acton...	Scratch	14:18
8.	J. Kline, Lexington.....	Scratch	14:18 1/2
9.	F. H. Kendall, Acton.....	1:00	16:21

Time prize winners—Charles Milkowait (scratch) first, 14:02 1/2; A. C. Wyeth (scratch) second, 18; J. Kline (scratch) third, 14:18 1/2.

"Pros." in Home Trainer Match.

George Schreiber and W. R. Lee, two well known New York professional cracks, met in a five-mile match race on the home trainer at the Harlem Casino, New York City, on Wednesday night. The race was held in connection with an entertainment given by the Mahwah Club, and easily proved the most exciting of any. Schreiber eventually won, though Lee gave him a hard ride for his money. The time was 7:11 1-5.

Motorcyclists Dine the Councilmen.

A new idea in showing appreciation for improved streets was advanced by the Muskegon (Mich.) Motorcycle Club Wednesday of last week when it banqueted the councilmen of that town. The body has been especially good in voting appropriations for improved highways this year, and the motorcyclists deemed an elaborate "spread" none too good for the members of the council.



## TALE OF THE TOURIST

**He Relates an Experience Showing What Came of "Eating up Miles."**

"This is where we put up for the night."

"Oh, no; let's get along a bit further. There are two whole hours of daylight left, and we can get fully fifteen miles on our way before nightfall. There's little use to my mind in stopping so early in the evening when we have hardly done better than a century since 6 this morning."

"Well, we will stop first and then listen to your arguments after. It may be somewhat on the order followed in lynching bees—string your man up first, and then hold the trial before the post-mortem. But I can give you three reasons to your one why we should stop right here, and after I succeed in breaking through my shell of dirt and we try to do justice to a real country dinner I'll reel them off for you."

We were three days from home on a vacation tour of a fortnight, planned to cover between five and six hundred miles in a circle, cutting the corners of no less than three States. I—well, I needn't confess my age, but there was a gap between us that would account for at least two of the transition periods between youth and middle age, if the theory of seven-year evolution holds good. He was fully fifteen years my junior, brimming over with the first flush of youthful enthusiasm for everything—simply chock full of life and spirit, and ready to go to the very last ounce of endurance in him. Enjoying life to the full just as any normally healthy young animal in possession of all its faculties should. I was the safety valve he needed, and, although he fumed and fretted more or less at the restraint and continually wanted to pedal just a few miles further before quitting, we got along very well—ran together as smoothly as a nicely balanced engine because it was always a matter of give-and-take.

The place we chose to put up for the night was one of the many Glen something or other that are so thick in the hills of the northeast corner of Pennsylvania. And it is an ideal country, though hard on the cyclist intent upon getting anywhere in particular, for it is nothing but a succession of hills, sometimes an upgrade for three or four miles, without a dip to relieve the monotony, most of them impossible of ascent, especially with a level country gear. But, even geared way down, it would be tiresome to plug up such long stretches. We really weren't in the slightest hurry, because I had allowed sufficient leeway to make the circuit in a fortnight at about seventy miles a day, and had figured we couldn't put the city far enough behind us, and had easily reeled off a century and a quarter the first ten hours on the road. But then we had struck the hills, and Joe's estimate of "al-

most a century' for the day was fully thirty-five miles wide of the mark.

We rolled our dust and mud covered wheels around to the back of the house, and stood them under the usual circus poster ornamented shed, while we enlisted the good offices of the pump, backed up by a huge chunk of laundry soap, on our persons. Give me the pump and a bar of soap every time, instead of one of those dinky little colored enamel organdy china wash basins that the usual country hotel puts up. I can usually manage to distribute the quart of water in the basin over everything in the room except the ceiling, and a liberal use of the pink slab of soap that completes the combination makes me smell like a darky tonsorial artist for a week. The pump is the real thing next to a bath.



NEW YORK BRANCH 214-216 WEST 47TH ST.

Eighteen hundred feet isn't much in the way of a mountain, but after the dead air of the city it has a bracing atmosphere that puts an edge on the appetite and the rural Pennsylvanian is prepared for it. Speaking from an engineering standpoint, I should judge the meal we sat down to was planned to have a factor of safety of at least 800 per cent, for after we got through it didn't seem as if we had made much of an impression on the pile of good things lavishly handed out by a landlord uncontaminated by summer boarders or Sunday picnickers. Calculated on a business lunch basis, we had easily put away enough to carry us over a week of city midday meals without disturbing the domestic economy of the guest end of the outfit.

That boy Joe, he's the most sincere feeder I ever came across, but he had to give up first, and, with a great deal of that full feeling, you see advertised we adjourned to the balcony for a pipe or two before bedtime and to give the natives a chance to stare

at us. We had our pipes going well, chairs tilted back, and feet on the railing, feeling blissfully comfortable and thoroughly at peace with all the world.

"Now, tell me some of those three-to-one arguments you threatened me with before dinner. While I'm mighty glad we stopped and have no desire to see the wheel again before to-morrow morning, it's still daylight, and if we had kept on when we were well limbered up, we could have easily done another ten," piped up my boyish companion.

"And be just that much more tired, to no purpose whatever," I finished his sentence with. This is no sprint against time, in the first place, for we're in no hurry. You would end up in the city again within the first week at your pace and spend the second week of your vacation in bed recuperating. We're out for a good time and to see something of this country, and we'll get neither with our heads down over the handlebars, eating dust from sun up till bedtime. Those are two mighty good reasons, but they are only an introduction to the third, and that lies in the danger of riding over entirely unfamiliar roads at night. This is your first trip awheel; it is my—well, I'd have to stop to figure them up, but I've made quite a few in my fifteen years' riding, and I learned to appreciate the risks of an unknown road in the hill country through personal experience, and early in the game at that. What is more, five miles on a strange way at night seem like twenty, and there are few things so exasperating as looking for your stopping place in the dark, when wearied with a day's riding. Every farmhouse kitchen light makes you think you are there, and the disappointment takes it all out of you. Then there's the unseen upgrade that suddenly cuts short your spin along the level. On top of all this there is the haunting uncertainty that you have missed your way and mistaken some lonely road for the main pike, which becomes cute when you find yourself on a well wooded stretch, where it is totally dark without a house in sight. Then, if ever, you curse your pigheadedness for not having had sufficient common sense to put up at the last place while it was still light. The thought that you are lost and may not only miss your dinner, but likewise your bed gets maddening the more you stop to think of it. If the road happens to be a well travelled one, and you have a chance to ask the way, it isn't so bad, but somehow or other you never get that lost feeling until you get on a deserted stretch. If you ever find yourself in such a fix, take my advice and don't stop to deliberate, because the moment you do you are lost. You will turn things over in your mind until you become certain that the last fork of the road was where you went wrong, and you will start back—but before you cover a quarter or half mile in retracing your route the same feeling of uncertainty will come over you again doubly strong, and once more you'll dismount in the road and find yourself alone with the stars and the crickets, and then if ever you'll experience that un-



canny sensation of being the only living thing on the planet.

"But that is not all, by a big jugful. There is the danger of the thing.

"That's just like a boy. Where's the danger of riding a bicycle at night?" I said, repeating his surprised query. "Did you notice some of those sharp turns on the hills we came over to-day? A sheer drop of anywhere from fifty to five hundred feet to the woods below, with nothing but a two foot wall of loose stone to prevent you from going over. Just cast your mind's eye back to that place about eight miles before we reached here. We stopped there for a rest to admire the scenery. The road came out of the woods just at that point on a sharp down grade, and only made a right angled turn to avoid going over the cliff. Can you imagine yourself flying down that half-mile stretch through the woods and mistaking the road to be straightaway, instead of around that bend?"

A low involuntary whistle, accompanied by a shudder that would not be repressed, betokened appreciation of the imaginary flight of wheel and rider that must inevitably result at that place from such an error.

"Just such an experience as that was what cured me of riding a bicycle at night where I don't know every foot of the road, and it is not my fault that I am here to tell the tale, either. Many a narrow escape from injury through running into unlighted farmers' wagons or mistaking a whitewashed bowlder or stretch of wall at a crossroads for the path had preceded my last adventure, but the spice of danger made night riding that much more alluring, and probably I would either have been killed or would still be at it, except for the incident I speak of.

"I was just such another lad as you are now, and my riding partner was my double. Whatever of devilry I wasn't able to concoct, his fertile imagination would supply. So it's a miracle that either of us kept our bones whole. Sudden and unexpected contact with the end of a buggy shaft put an end to his bicycle riding for good, but that happened long after my close call. We were on just such a trip as this, except that it was a much more ambitious affair, as we had a month and no eye for scenery. 'Get over the ground,' was our watchword, and if it was a moonlight night we often put in a chance of making connection with a bell two or three hours after supper, if there was a chance of making connection with a bell at the other end, for it was a very much wilder country than this. The mountainous part of West Virginia, where the bicycle was such a curio that we practically got board and lodging free wherever we went, so taken were those backwoodsmen with our mounts and our clothes. Once a rumor started that we were moonshine hunters and were looking for private stills, but the fact that we carried no guns seemed to satisfy them. That and the bicycles, which, upon second consideration, the natives looked upon with supreme contempt, as being a mighty poor kind of a 'critter' for travelling. 'Them

things wuz all right on the pike"—everything but a path is a "pike" down there—"but what good be they in the timber?" was the prevalent sentiment, and we were willing to let it go at that, for a stranger is such a rarity back in those hills forty or fifty miles from the railroad that I verily believe a man mounted on a horse and armed would never come out alive. He couldn't possibly be anything but a 'pesky "still" hunter,' in their opinion, and probably a shot in the back from an ambush on a lonely stretch of road would be his fate.

"All that is not part of the story, to be sure, but it shows you what kind of country we were travelling in. We had been out sixteen or seventeen days, had made good progress without accident, and were in the midst of that wild region. We had been riding after dark for several nights in succession, and enjoyed it to the full. Took it easy during the day, just so as to be good for two or three hours after sundown. No hotels, of course, but the occupant of the cabin where we had supper would give us the open sesame to one ten or twelve miles further along. "Say like Gregory passed ye 'long,' would be the tenor of these passwords, and they saved us a heap of trouble. The wonder is that we didn't run into more, for every male in that country over twelve carries a muzzle loading shotgun, and the rule is to shoot first and ask questions after.

"On the day of my adventure we had topped the Blue Ridge Divide, and could anticipate at least two days' easy going, as there was a dip of more than three thousand feet into Tennessee. We were coming back on an Ohio River stern wheeler, so we weren't worrying about having to walk up that grade on the return. My partner was all out of sorts that night; our midday meal of fried fat pork and cornmeal must have gone back on him; he was for putting up at our supper stop for the night, while I was all eagerness to do another fifteen miles down those hills before bed. He wouldn't hear of it; we had a tiff, so I told him I'd look for him in the morning, and I started off alone.

"Everything went finely for about five miles. Supper had been better than usual, and, pipe lighted and trailing sparks behind, the only exertion necessary was to prevent the wheel running away, and, mind you, that was before the day of the coaster brake. Up to then the country had been open, and there was plenty of light, so that it was with considerable misgiving that I suddenly plunged into the blackness of a timber belt at about eighteen miles an hour—the way that unseen road appeared to drop from beneath the front wheel was little short of ghostly. It seemed to me that every three hundred feet or so the wheel stood almost on end, and before I had gone half a mile through the terrifying blackness I was sure my speed could not be less than forty miles an hour. Control was out of the question; I held on like grim death, and almost groaned aloud at every swerve and bump the front wheel made. It seemed like hours, though I suppose it was hardly minutes, that I had been flying wildly down the mountain side that way, when a slight turn in the roads

brought my heart in my mouth. There, not a quarter of a mile away, the road seemed to end abruptly in midair. It was like looking out of a tunnel, but there was nothing but moonlight and air to be seen, with a terrifying consciousness of space all about through which I already imagined myself hurtling in aimless somersaults, to end a mangled mass on the rocks below. That quarter mile to the light seemed an eternity bridged by the second and a half it took to reach it. That sight makes my hair stand on end and the cold sweat break out all over me to this day. The road seemed to plunge straight off the cliff, and in the dim distance straight down was the valley. Lord knows how many thousand feet, for the giant pines looked like garden vegetables and the river a mere thread. I had an insane idea I might land in the water and save myself, but this immediately gave way to the instinct of present self-preservation. I steered wildly for the side of the road; a collision with a tree or a rock—anything to stop going off the cliff, but all in vain. I was going too fast. And then a great wave of hope surged over me. The road did not end in space, as I thought, but made a sharp turn to the left and went down the face of the cliff with many turns. If I could but negotiate that cruel bend. As well expect to send an express train around a right angle at sixty miles an hour and keep the rails.

"Another moment and the suspense was over. I wrenched the handlebar to the left—the front wheel struck straight across without changing my direction or perceptibly checking my flight, and the next instant it had crumpled like so much paper, and I was soaring through space. Down, down I went, with the horribly vivid sensation of dropping into infinity that one experiences in a nightmare. I brought up against something hard with a sickening thud and lay still. How long I don't know. I awoke to a realization of some one calling my name in a frightened voice, and opened my eyes, but the sight that met them caused me to swoon again. When I came to the second time I found myself on the road, with my riding partner bending over me, pale as a sheet.

"With a premonition that something would go wrong, he set out after me, but had the good sense to dismount when he struck the timber line and walked through it. The first sight to greet him at the other end was the wreck of my bicycle front wheel, and forks crushed, and the whole overturned right at the edge of the cliff. Sick with fear, he had crawled to the brink on his stomach, and there was I, limp and apparently lifeless, sprawling in the forked branches of one of those tough little scrub cedar trees that grew straight out in an almost horizontal line from a cleft in the rock. Had I fallen three feet either side, I must have gone straight down through half a mile of space, to the rocks below and eternity. I was lying face down in the branches, and when his voice brought me to my senses my first glance was a vision of where I might have landed far below, and I went off again. He climbed down and carried me back to the top. Fortunately, no bones were broken, but I was so badly bruised and shaken up that I couldn't move, and we spent the rest of the night right there. I couldn't have been much more than half conscious, as I didn't realized anything, and my chum was half crazed with fear that I was either dead or dying. With his help I managed to walk to the river next day, and we were fortunate to flag an up-river boat that landed us back in Pittsburg in another twenty-four hours. I never told my people the whole truth of the matter—said I smashed my wheel, but made light of the accident. Never again for me, though—that place back on the road to-day brought it all to me so vividly that I have just lived it through again for your benefit."



## 2015 MILES IN EUROPE

Scenes and Incidents that Most Impressed  
the American Cycling Tourist.

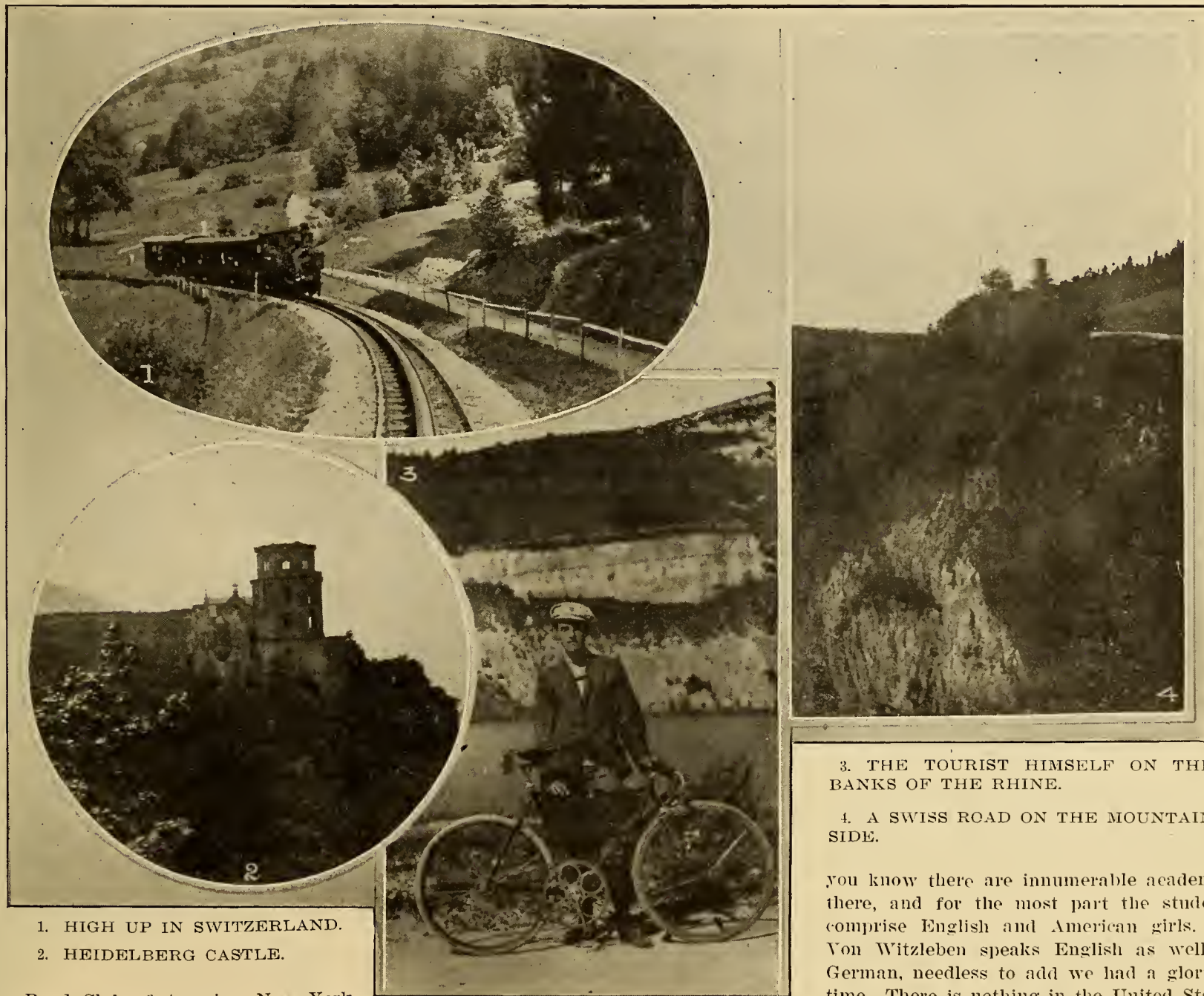
"If one has plenty of spare time, a purse well lined with spare change, plenty of nerve and good health, I know of no better way to spend a summer's vacation than by a cycling tour abroad," said Alfred H. Seeley, of the

Racyle, and, although I had my machine geared up to 120, often I was compelled to wait for him. (I might add that my German friend is going to buy an American made wheel in the spring.)

"Just outside Frankfurt an escaped dog from one of the sausage factories and my front wheel got mixed in an argument. I expect the dog is still running. Be that as it may, I went to the ground quite ingloriously, and my front wheel was smashed beyond all

castles and the renowned schools. Then south to Schaffhausen, the border town in Switzerland; Zurich, Berne and Lausanne. The longest stay in any one town was at the last named place. The Century Road Club of America had a double century on, and I had made previous arrangements to have my mileage accepted, so at Lausanne we rode the two hundred.

"Now, I'll tell you the real reason we tarried at Lausanne for ten days. Perhaps



1. HIGH UP IN SWITZERLAND.

2. HEIDELBERG CASTLE.

3. THE TOURIST HIMSELF ON THE  
BANKS OF THE RHINE.4. A SWISS ROAD ON THE MOUNTAIN  
SIDE.

Century Road Club of America, New York City, who has just returned from a cycling tour of over two thousand miles through Germany, Switzerland and France.

"At Hamburg a friend, Carl von Witzleben, who is an active member of the Deutsche Radfahrer-Bund, joined me, and we left that city on July 2 for the capital, Berlin. It was easy riding to Berlin, about 150 miles straight as the crow flies, and the finest road I have ever ridden upon. From Berlin we rode to Magdeburg, and thence on to the sausage town. You don't know where that is? Frankfurt, of course.

"Von Witzleben rode an old German threshing machine that weighed something less than a ton, while I was a-straddle of a

possible hope of repair, and the front forks buckled under me. I was in a fix. At least I imagined so, until my chum informed me that there was a big German cycle factory in the city. I took my machine there, and it was fixed up in no time. The superintendent of the works was quite impressed with the American made machine, and asked me to loan it for a day or two. He gave me a brand new machine for immediate use, and afterward told me that his best designers had taken drawings. Nothing in Frankfurt was too good for us while we stayed.

"Then we pushed on to Heidelberg and spent several days viewing the famous old

you know there are innumerable academies there, and for the most part the students comprise English and American girls. As Von Witzleben speaks English as well as German, needless to add we had a glorious time. There is nothing in the United States to equal a moonlight row on Lake Geneva.

"Bellegarde was our next objective point. From there we went to Lyons and Nevers. I'll never forget the reception we got at Nevers. Excepting at Lausanne we had seen hardly any Americans, and I, especially, was simply itching for a sight of a genuine Yankee. Buffalo Bill's show was playing at Nevers, so of course we took that in.

"I took my place in a long line of Frenchmen in front of the ticket window, and waited my turn. Nor will I ever forget the look of astonishment pictured on the face of the ticket seller when I asked in English for tickets. He nearly fell off his seat.

"What, are you from home?" he ejacu-



iated. "—, I was never so glad to see anybody in my life!" was his exclamation. He kept me talking there for half an hour while the line of Frenchmen behind fumed and swore. The ticket seller was from Amityville, L. I.

"Then we went into the big tent, and there created another sensation. All the ushers were Americans. Evidently they did not like France or its people, for whenever they showed a man to his seat, each usher would hurl a lot of epithets at him that would do credit to Chuck Connors.

"Here comes a couple more snail-eatin' rummies," the usher said to another, as he took our checks. The reply I made caused him to nearly faint. Well, we had the best seats in the tent, and it didn't cost a cent. I was almost sorry to leave Nevers.

"After leaving Orleans we encountered rain and consequently bad roads, so that our progress northward through France was necessarily slow. Of course, Paris was visited, and after leaving the gay city we rode to Trouville. About six miles south of Trouville we had our first chance to play the Good Samaritan act. In the midst of a forest we came across a cyclist lying face downward in the road, unconscious. When he revived sufficiently to tell a connected tale we learned that he had left Lyons to visit his grandfather in a small town the other side of Trouville. Taking the wrong road, he had gone miles out of his way and went broke. Hadn't had a mouthful of food for over twenty-four hours. Von Witzleben and I towed him into Trouville, and fixed him up all right. He was a bright fellow, and could speak a little English. Said he was preparing for Yale.

"The other side of Trouville we saw the first tramp we had encountered. He was a negro from Georgia, and said he had come over the year before on a cattle ship and become stranded. "This yer France ain't no place fer this yer niggah," he said. He was headed for Cherbourg where he said he hoped to get passage back to the States. Cherbourg is where our journey of 2,015 miles ended, also, but we did not see Mr. Coon any more.

"The thing that impressed me most on the trip was the good roads. Had the roads not been wellnigh perfect my finish would have arrived early. I had only one extra pair of spare tires—single tube—and every time I punctured one I had to repair it myself. I did not see a single tube road tire abroad. They do not seem to know what they are. Seem to be only used for racing.

"I fail to see why the American manufacturers do not make more of a bid for the foreign trade. I saw any number of American machines, but they were all old models. The foreigners wouldn't part with them, though, for two or three of their own country's mounts. All the foreign wheels are too heavy for ordinary road use, and because of its lightness as well as reliability, the American article is much more popular."

## INDOOR SEASON||BEGINS

### Buffalo Starts the Armory Racing—Spills, Close Finishes and Excitement Aplenty.

If last Friday night's racing at the 65th Regiment Armory, Buffalo, N. Y., may be taken as a criterion, flat floor riding in the Lake City is destined to become even more popular this winter than it was last. The vast armory was packed to its fullest capacity with an enthusiastic throng last Friday night, 27th inst., to witness the first indoor meet for the season 1905-1906. True, there were other games, but, as in previous years, they amounted to only figureheads—the bicycle races constitute the real sport.

A bunch of aspiring novices started the ball rolling in a one-mile event with the first in each heat and second rider in the fastest heat to qualify for the final. H. Kriegbaum, unattached, and William Eagles, another clubless rider, crossed the tape in this order in the first heat. Time, 2:47 3-5. H. W. Willyoung, Ramblers, and J. S. Geutsch, Standard, finished first and second in the next, while Charles J. Smith and John Stiglemeier, both of the Standard Club, finished in the third. The fastest time in the trial heats was made in the fourth, where E. Delling, unattached, led W. Martin, of the Standard, across the tape. Martiu qualified for the final heat. There were spills a-plenty, but no one was seriously injured. E. Delling won the final heat by a narrow margin from Kriegbaum and Smith. Time, 2:43 4-5.

There was plenty of excitement in the two-mile handicap, and several spills made many of the heats uncertain. The feature of the race was the riding of Alfred Mercer, from the 45-yard mark. Mercer won both his heat and the race by a well-timed sprint.

As usual, the feature was the five-mile open in four heats at two miles. E. J. Hanks caused a bad spill in the third heat. His wheel slipped and he fell, bringing Tanner and Schudt down with him. Schudt's wheel was smashed, thus putting him out of the running.

Eight men breasted the tape for the deciding heat, and for two miles the pace was easy. Lewis led for a mile, when Schue took

the pace, who, in turn, was passed by Mercer. Hoover worked his way to the front at two and one-half miles, and held the advantage until the finish. Gurney Schue had the misfortune to go down in the last mile. Holmes went out earlier in the race, and Hanks and Sykes retired of their own volition. Lewis was only two lengths behind Hoover at the tape, with McCracken and Mercer close behind. Time, 13:57. The last mile was ridden in the fast time of 2:37. Summaries:

One-mile novice.—First heat—H. Kriegbaum, unattached, first; William Eagles, unattached, second. Time, 2:47 3-5. Second heat—H. W. Willyoung, Ramblers B. C., first; J. S. Geutsch, Standard B. C., second. Time, 2:46 4-5. Third heat—Charles J. Smith, Standard, first; John Stiglemeier, Standard, second. Time, 2:45. Fourth heat—E. Delling, unattached, first; W. Martin, Standard, second. Time, 2:44 3-5. Final heat—E. Delling, first; H. Kriegbaum, second; Charles J. Smith, third. Time, 2:43 4-5.

Two-mile handicap—First heat—Alfred Mercer, 65th Reg., A. A. (45 yards), first; William Eagles (170 yards), second; Gus Hart, Standard (165 yards), third. Time, 5:19 4-5. J. S. Baker, Gus Given, G. Schwartz. Second heat—Charles J. Smith, Standard (140 yards), first; W. E. Bauman, Ariel A. C. (80 yards), second; E. Koch, Standard (130 yards), third. Time, 5:12. Also ran—R. J. Hoover and John Steiglemeier. Third heat—Fred Schudt, Standard (scratch), first; R. S. Lewis, Ramblers (25 yards), second; H. M. Willyoung, Ramblers (130 yards), third. Time, 5:21. Also ran—J. M. Tanner, H. S. Sykes, Frank Masten. Fourth heat—Charles McCracken, Ramblers (30 yards), first; E. Hanks (100 yards), second; Gurney Schue, Ramblers (scratch), third. Time, 5:16 1-5. Also ran—A. Holmes, John Stauber, M. N. Baker and J. S. Gerlach. Final heat—Al Mercer (45 yards), first; W. E. Bauman (80 yards), second; Fred Schudt (scratch), third. Time, 5:09 4-5.

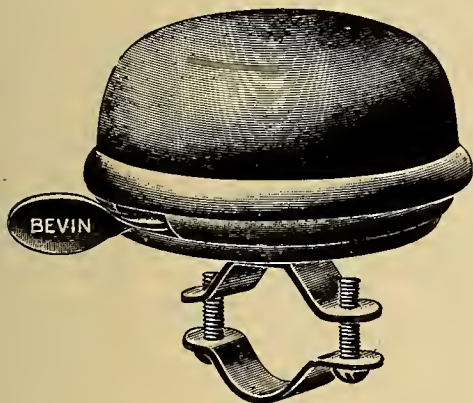
Five-mile open—First heat—Charles McCracken, first; Alfred Mercer, second; W. E. Bauman, third. Time, 5:28 2-5. Also ran—C. J. Smith, M. N. Baker. Second heat—R. J. Hoover, first; R. S. Lewis, second; E. Koch, third. No time taken. Third heat—E. J. Hanks, first; A. S. Sykes, second; M. Tanner, third. Time, 5:56 2-5. Also ran—Fred Schudt. Fourth heat—Gurney Schue, first; A. W. Holmes, second; J. S. Baker, third. Time, 5:40. Final heat—R. J. Hoover, first; R. S. Lewis, second; Charles McCracken, third. Time, 13:57.





# THE "Good Old Standbys"

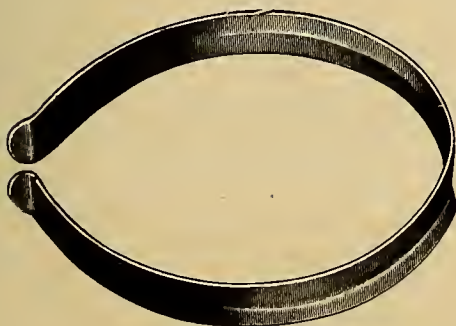
## BEVIN Bells



## BEVIN Toe Clips



## BEVIN Trouser Guards



Prices as Interesting as ever.

**Bevin Bros. Mfg. Co.**  
EASTHAMPTON, CONN.

### The Week's Patents.

802,321. Valve gear for internal combustion engines. Francis M. Rites, Ithaca, N. Y. Filed January 8, 1904. Serial No. 188,170.

Claim.—1. In an internal combustion engine, the combination with an engine cylinder, and a valve therefor provided with means normally holding the valve closed, of two valve actuating devices driven at different speeds, means for operating said valve, comprising a shaft mounted in a fixed bearing, and provided with an eccentric fulcrum, a valve operating member movably mounted upon said eccentric fulcrum, and means, comprising links, connecting said shaft and valve operating member to said valve actuating devices.

802,600. Tire. David R. Salisbury and Oliver D. Salisbury, Owosso, Mich. Filed January 4, 1905. Serial No. 239,546.

Claim.—1. A tire comprising an inner tube, a flexible outer casing inclosing said inner tube upon the sides and adjacent the tread and having outwardly turned edges, a base band connecting and having its edges secured to said outturned edges and means for securing said edges rigidly to the rim of a wheel.

802,695. Bicycle. Harry Ingham, Montague Robinson, and John W. Ingham, Roche Harbor, Wash. Filed August 8, 1904. Serial No. 220,019.

Claim.—1. In a bicycle, a tube included in the main frame as the seat mast and having a discharge orifice, in combination with a hollow seat post mounted in the upper end of said tube, a piston in said tube, a rod attached to said piston and projecting through said seat post, forwardly and rearwardly projecting bracket arms secured to the upper end of said seat post, a seat support pivoted to the forwardly projecting arm, means for securing the free end of said support to the rearwardly projecting arm, and a handle on said stem arranged between the upper end of said seat post and said seat support.

802,735. Pneumatic Tire Protector. Pierre O. Casavant, Point St. Charles, Canada. Filed October 26, 1904. Serial No. 230,007.

Claim.—1. In a protecting device for pneumatic tires, a serrated sheathing having radial, integral lips, a chain approximately concentric with the inner ends of said lips, radial links connected with said chain, and means for connecting said lips with said radial links.

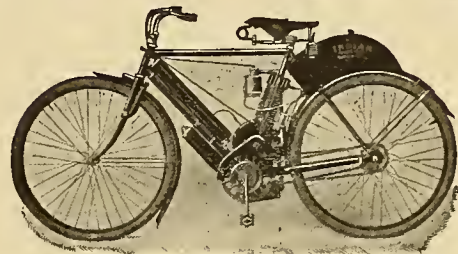
802,774. Automatic Cycle Pump. Patrick J. McGinn, Bulawayo, Matabeleland, South Africa. Filed February 11, 1905. Serial No. 245,236.

Claim.—1. A wheel having a pneumatic tire, in combination with a pump carried by said wheel, a main lever adapted to actuate said pump, a trip lever making a sliding connection with said main lever, and automatic means for actuating said trip lever.

802,798. Antifriction Bearing. Henry C. Burnett, Fort Maginis, Mont. Filed March 25, 1904. Serial No. 199,933.

Claim.—1. In an antifriction bearing the combination with a hub having a plurality of lugs, a spindle mounted within said hub and bearing elements secured to said hub and provided with lugs adapted to register with the lug on the hub, said bearing elements each having a ball race, of balls within said race, flanges carried by the spindle adapted to engage said balls, one of said flanges being removable, retaining rings for said balls provided with a dust guard adapted to overhang said spindle flanges and having lugs adapted to register with the before mentioned lugs, and bolts engaging all of said lugs adapted to hold the component parts in their relative positions.

# In 1905 THE INDIAN



**WON**  
Every  
National Championship  
Every  
Hill Climbing Contest  
except half of one.

Every  
Economy Test  
The  
Mile Record

**13 MEDALS**

in the

**F.A.M. Endurance Contest**  
and an overwhelming majority of  
minor races and other events.

In previous years, its record was as impressive. For instance, in 1903 and '04 it won the only gold medals offered in the national endurance contests and also the only gold medal awarded motorcycles by the St. Louis Exposition.

**LUCK**

plays no part in such remarkable and long sustained performance in public competitions. The moral is obvious.

**HENDEE MFG. CO.**  
Springfield, Mass.



FOR THE  
**SEVENTH TIME**  
 has  
**FRANK L. KRAMER**  
 Won the  
**Championship of America**  
 on a  
**PIERCE BICYCLE**

It is the result of well sustained quality on the part of both  
 man and machine—the quality that appeals to thinking men.

THE GEORGE N. PIERCE CO.,      =      =      Buffalo, N. Y.

THE CLOSING OF THE YEAR  
 finds the  
**YALE-CALIFORNIA MOTOR BICYCLE**

more firmly intrenched than ever in regard of all who value  
 consistent performance coupled with economy and comfort.

**IN EVERY DAY USE**

it has emphatically “made good” everywhere, every time under every condition.

**In Competition the YALE-CALIFORNIA**

showed its general all-around goodness at the

**F. A. M. NATIONAL MEET.**

**In the Endurance Contest**, three Yale-Californias started and all finished inside the time limit.

**In the 25-Mile Road Race**, two Yale-Californias started; they finished second and fourth.

**In the One Pint Economy Test**, they finished second, third and fourth.

It is consistency of this sort that has made the reputation of the Yale-California, which, by the bye, is the first motor bicycle that ever crossed the continent. It is one, too, which will repay study and inspection. It fairly bristles with original features. Why not study up?

CONSOLIDATED MFG. CO.,      -      -      -      -      Toledo, Ohio.



# The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LII.

New York, U. S. A., Saturday, November 11, 1905.

No. 7

## NO MORE AUTOS FOR THEM

**Yale People Cast Them Out—Find the Bicycle Business More Profitable.**

There is at least one big concern that after three years' experience with the manufacture and sale of automobiles has found that the production and sale of bicycles is very much more desirable and profitable. The well known Consolidated Mfg. Co., of Toledo, Ohio, is the concern in question, and there is nothing halting or half-way about its decision and action in the matter. The Consolidated people have finally dropped automobiles and all that pertains to them, and henceforth will devote all their energy and facilities to the manufacture and marketing of Yale and Snell bicycles and the Yale-California motor bicycles.

To "insiders" this decision is not wholly sensational. They long have been aware that the bicycle department was supporting the automobile end of the business. When, however, the company was reorganized several months since, it was supposed that changes would be effected that would remedy such a state of affairs, but this proved not the case. Instead, the hardheaded business men who acquired an interest in the concern called in several commercial experts, who delved deep and rendered a report that caused the shutting down and abandonment of the automobile department.

In substance, the report stated that, while the manufacture of bicycles had proven profitable and was in an unusually flourishing condition, the production of automobiles had been a losing venture from the beginning, and had eaten heavily into the money earned by the bicycles. To place the automobile department on such a footing as would be likely to turn the balance and make it at least self-supporting, the experts said fully \$500,000 would be necessary.

This settled matters. The automobile department was at once closed and dismantled, and the stock or machinery on hand will be cleared out as quickly as possible. Meanwhile, the plant is humming merrily on bicycle work, and Edward Buffum, sales manager of that branch of the business, and whose heart always has been true to the

bicycle, is wearing a grin that is as expressive as it is expansive. His department showed a substantial gain this season, and has every prospect of a still larger one. A. W. Coulter remains general manager of the company.

### Pierce Plays the Early Bird.

The George N. Pierce Company's is the first of the 1906 catalogues to make its appearance. It discloses that Pierce prices will remain unaltered—\$40 the lowest, \$80 the highest. The bicycles also are the same as of yore, no improvement having been found possible, although the opinions of Pierce patrons were solicited in the effort to discover if betterment was possible.

Most of the Pierce travellers are already on the road; the others will set out next week. According to headquarters, all of them are doing a satisfactory trade and report a widespread feeling that during 1906 the demand for high grade bicycles will be larger than at any time during the last eight or ten years.

### England's Half-Million Export Increase.

During September, Great Britain exported 4,318 bicycles, valued at £27,723, and parts to the value of £49,870, a total of £77,593, as against £67,533 in September of last year. For the nine months ending with September the total exportations were 32,380 bicycles, valued at £211,073, and parts worth £474,673, a total of £685,746, as compared with only £554,789 during the same period of 1904, a gain of more than a half million dollars. During September there were also exported motorcycles and parts to the value of £3,043.

### Battle Creek Dealers Merge.

The American Motor and Cycle Co. has been incorporated at Battle Creek, Mich., with \$10,000 capital, to deal in bicycles, motorcycles, automobiles and supplies. In reality it is an amalgamation of the Currie Motor and Cycle Co. and the Losey-O'Reilly Co. It will hang its sign at 35 East Main street. C. G. Currie, of the old Motor and Cycle Co., will be president of the new concern, F. Jay Rathbun secretary and Charles E. Moore treasurer.

### Fire Wipes Out Fritz.

Portland, Ore.—Andy Fritz, store totally destroyed by fire; loss unknown, partly insured.

## WAYS OF WOOD RIM POOL

**"Take it or Leave it," is Its Doctrine—How the Policy Works Out.**

"Wood rims?" repeated the bicycle manufacturer when the subject was brought up. "Don't mention 'em," he added with a deprecating laugh, accompanied by a throwing up of hands. "The 'pool' has a wood rim around our throats and is giving it so many queer twists that we hardly know what to expect next.

"Some time ago the Bicycling World intimated that the 'pool' was a 'close corporation,' but I doubt if you know how close it really is. Why, it has got down to that point where 'take it or leave it' is the choice offered us; and, of course, we have to take it, as we can get wood rims nowhere else. They name their own price—of course, they boosted it—and then give us whatever rims they feel like giving us. Yes, I do mean it. We are required to send all our orders to the Mutual Rim Co. up in Michigan, but we never can tell whether we will receive Michigan rims, Ohio rims or rims from some other part of the country. We are expected to take whatever is shipped to us, and to be thankful that we get it.

"Who's the Mutual Rim Co.? You can search me," repeated the manufacturer, in response to the interruption. "Of course, we have a pretty fair idea that a 'pool,' by any other name would smell as strong, but we simply are instructed to address our orders to the Mutual, and like dutiful children we obey instructions.

"Illegal combination in restraint of trade? I'm no lawyer, but it does seem to me that without much effort the gentlemen in Washington who are supposed to look after that sort of thing ought to be able to find many things that should prove interesting, if not diverting. At any rate, I can assure you that the wood rim 'pool' is one of the 'stiffest' propositions that bicycle manufacturers ever have run up against. There will be rebellion somewhere if the thumbscrews are applied to us much harder. When I think of it, it seems astonishing that we are forced to submit to such a state of things."



## FAVORS PHOSPHOR BRONZE

**A Metal too Little Considered by Cycle Makers—Its Many Uses and Advantages.**

In comparison with a decade ago, the improvements on a bicycle come very slowly to-day, and for the most part are mere constructional details which possess a minor merit, but add little if anything to the silky running of the high class machine, says Bicycling News. Workshop theory is often at fault when put to the arduous test of the hard rider, for if any man should understand the merits of a bicycle, it is he who handles them for the purpose for which they were built. Writers are apt to gloss over minor defects, or never detect them, and so we have many really good things in a small way completely lost for want of a little attention. Lately an article was published in a contemporary giving a list of possible improvements in a modern bicycle, and reading it carefully reminded us of the fact that there was a certain metal which had never had a fair trial in cycle construction. That metal is phosphor bronze. Unfortunately, phosphor bronze is not cheap, and probably this is the main reason it has been left severely alone as regards bicycles.

We are told that the bicycle of to-day must be cheap—a fact which requires no proof; yet there are many thousands of machines sold at prices which could easily bear the slight extra cost of phosphor bronze fittings. When first we heard of aluminum, it was going to revolutionize everything. But the only articles we have now of this substance, or partly of this substance, in connection with the bicycle are rims, mudguards, and the smaller wares. The former have undoubtedly proved themselves serviceable components, although there are still many wheelmen who do not regard them with favor; but of mudguards fashioned from aluminum we have had quant. suff. They may be all right for the occasional rider, who has time and to spare to grant exceptional care for his machine, but to the man who handles his bicycle energetically and has occasion to travel many miles in a season, they are simply a snare.

Ordinary vibration, i. e., the ordinary vibration of a bicycle, will fracture them, and a small number of the everyday knocks to which the well-used machine is heir will tear them from the stay rivets, altering an otherwise well-ordered piece of mechanical construction to a ragged and rattling article. In this particular line, phosphor bronze will excel any other metal in point of fibre, it will hold together with remarkable tenacity, never fracture or lose anchorage of the rivets, and has the additional virtue of taking very kindly to enamel. For the purpose of mudguards, it can be rolled so thin that the finished article will weigh less than steel and very little more than aluminum, thus bringing down the cost to an infinitesimal

difference. Mudguard stays of the same metal would also be an improvement, for they will not rust and spoil the appearance of a well-finished machine such as the steel and plated specimens we see to-day.

Many years ago, before the advent of the pneumatic tire—in fact, when the old ordinary was still fashionable—a small manufacturer in Birmingham used to build all his wheels with phosphor bronze spokes, and he was often heard to declare that never had he known of a case where one had broken without more than sufficient cause to justify the parting. Since those early days we have often wondered why his idea was never disseminated among manufacturers, because a really rustless spoke is a thing which they have long been striving for. The well-known rustless spoke of last season had the defect of turning to a leaden color after a few weeks use, and will, under a rather severe strain, such as may occur on the rear wheel of a tandem, break, because we have experienced this. Spokes made of phosphor bronze will always keep their color, and if nickelled will keep bright long after the steel suspender has turned red with rust; they will not break, and in the matter of price can be made and sold as cheaply as the aluminium mixture one. Rims are a more difficult matter, since phosphor bronze cannot be brazed without weakening the metal; but made jointless, or riveted similar to the Rudge-Whitworth aluminium rim, they would be a great improvement. No weightier than steel, they would not require nickelling, but with enamelled centre and edges would make a periphery equal in appearance to the best finished steel wheel, and holding an advantage over the aluminium rim by reason of strength and a smooth even surface for the brake blocks. Brakes and brake rods could also be made of this metal, as its rust-resisting qualities would always keep a machine in appearance, a matter which many people are willing to pay for if it can be guaranteed; and the risk of fracture or breakage would, if anything, be less than under the present conditions. Another small matter which is often the cause of failure, and might easily be remedied by using phosphor bronze, is the bell push. Just lately we have had several instances of the lever fracturing through constant use, an annoying detail which would disappear if bronze stampings were used for this essential connection of warning, for the fibre of the metal is so tough that any amount of bending appears to have little effect.

Phosphor bronze would not cheapen the bicycle, but it would considerably add to its weather and wearing qualities, and preserve an appearance which is so often desirable and so difficult to retain.

### Rigdon as an Optimist.

S. G. Rigdon, of the Goodyear Tire & Rubber Co., Akron, Ohio, is in New York this week on one of his periodical excursions. Of course, the "How's business?" inquiry was put to him.

"Good! Good!" was his emphatic response to it. "I'm one of the greatest optimists in the business. There is always good business for the man whose whole heart is in it and who goes after it in the right way."

## THEY ALL MADE MONEY'

**But While Premier's Earnings Were Small Rover Turned a Loss into a Big Profit.**

Although one of the oldest houses in the British industry, the Premier Cycle Company, Ltd., of Coventry, has undergone its full measure of vicissitude, and its existence has been a struggle for quite a portion of its history. At the end of last year, its report showed that although the output had been greater than usual, the amount of visible return was far below the expected. The cause of the falling off was at that time ascribed to the low selling prices which prevailed, and to the losses in agencies consequent upon that fact. Some of these have been closed now, however, and their costs got rid of, so that the returns of the present season are more hopeful though the result is not as gratifying as that of several of the other houses quoted.

The net returns for the year amount to \$4,975, which with the \$13,325 brought up, forms a total of \$18,300 to be carried forward, no dividend having been declared. In addition to the factor named, it is said that the decrease in profit is due to an increase in the allowance for depreciation and repairs, which has cut out something like two-thirds of the total gain. Despite the fact that the dividend affairs of the company are considerably in arrears, the financial basis is perfectly sound as is shown by the returns which give the total net assets as being \$33,660 in excess of the share capital, while the floating liabilities come up to but \$55,470, leaving a surplus of about \$10,791.

Quite in contrast to this, the affairs of the Rover Cycle Company, also of Coventry, show that it was not simply in a position to meet the cut in price a year ago, but that it has risen through its effect. In fact, the returns give a profit for the closing year of \$81,060 in contradistinction to a loss of \$6,845 last year. This profit represents something like twenty per cent return on the preferred share holdings which is all the more significant since most firms have been content to set down half of that amount.

From the net balance, minus a depreciation charge, was taken a 10 per cent dividend to stockholders, amounting to \$49,865, leaving a remainder which with the \$1,670 brought forward, was written off as \$27,500 to the general reserve, and the balance of \$19,605 was carried forward.

The New Hudson Cycle Company, Ltd., of Birmingham, shows a net profit of \$96,260, which was apportioned in dividends amounting to \$7,450 on the preferred shares, and \$24,460 on the common. \$37,495 was brought up from last year's business, which enabled the directors to charge off \$15,500, to reserve \$35,000, and to carry forward the plump allowance of \$51,345 to next year's books. The net assets are stated to be more than double those possessed by the company when starting, and the balance of liabilities and assets shows a margin of \$116,845 on the share capital.



## POSSIBLE IMPROVEMENTS

### Offer of a Prize Draws out Varied and a Few Valuable Suggestions from Riders.

A question which is of the greatest interest and importance to all those who are connected with the industry, and one which is of something more than passing interest to the user as well, is that of the point of finality in design. For many years, the rate of change in the method of constructing the bicycle has been growing more and more slow, until it would almost seem that there is but little room for improvement, if any and that the bicycle of to-day will be the bicycle of the future as far as its salient features are concerned, the only possible changes being brought about by the development of new processes or materials which are now beyond the range of vision.

But setting aside all such considerations, a more pertinent form in which to put the question is, "Can we improve the bicycle?" Doubtless, there is hardly a rider in the world who could not suggest some form of minor change which to his way of thinking would enhance the value of the machine to him. Were a collection of such ideas to be made, some would prove instructive, some entirely practicable and others highly amusing, and absolutely worthless, for "one man's meat, is another's poison," and that which is just to the liking of one may be far and away out of the range of another's appreciation.

Working along this line of thought, an over-the-sea journal recently opened its correspondence department to its subscribers, and offered the price of a few postage stamps as an inducement to someone to offer the most practicable and helpful suggestion as to a method of enhancing the present type of machine. The result was at once conspicuously enlightening, since the suggestions one and all related to minor improvements of detail and accessory matters and not in a single instance pointed to any sort of desire for a radical change.

The prize winner, advocated among other things, that the rear wheel be re-designed in such a manner that it could be removed without disturbing the chain adjustment. This could easily be done, he says, "by screwing cones on hollow sleeve flush with end of the hub and having a (say) hexagonal bore through which a close-fitting hexagonal spindle would pass. To remove back wheel it would then only be necessary to unscrew one nut, draw spindle through chain adjusters and hollow sleeve, slip chain off cogs, and withdraw the wheel. The chain adjusters would remain unaltered. The spindle could have a bolt head on one end, as the screwing up would be done from one side."

Other suggestions of this correspondent embrace—rear mudguard hinged at back

stays, so that it could be lifted up to facilitate mending a puncture, for instance; double adjustment of saddle, so that its angle could be altered without affecting its position on the seat pillar; and brake fittings as far as possible made part of the machine, instead of entirely detachable.

Another writer advises the use of longer front wheel spindles so that cyclometers could be fitted with greater ease, and still another, that the ends of such spindles be slotted so that they might be held with a screw-driver while adjustments were being made.

A lover of ease, wants a lighter and cheaper "three-speed" gear than is at present to be had; one that can be taken to pieces and put together again without trouble, and one that will yield 500 per cent profit if sold at a "guinea." This same individual also wants to have a combined spanner and screw-driver.

One who evidently has had his troubles with the handle bars wishes to have the stems grooved and the head provided with a pin to correspond with the groove, thus insuring the bar against turning even when the adjustment has worked loose, and another, who too, has doubtless had his own experiences teach him a lesson, suggests a "blade" liner or a triple head, to strengthen that most vital portion of the machine against mishap of one sort and another.

That tire troubles are causes not to be overlooked, is shown by the letter of one who wants to have a pump connection that will last, and one that will not leak, while another would have a combination spanner which is fitted with an opening which may be used for tightening the valves, and another for taking hold of the spoke nipples.

A person who is evidently much worried by the accumulation of rust, wants to have gun metal finish on brake shoes and similar exposed parts. Cap box crown ends, cranks, etc., might have their corners rounded off he suggests, bearing in mind that rust always attacks the edges first. Clips instead of straps on celluloid guards; lubricators on hubs so placed that when bicycle is "up-ended" the weight of the valve causes the lubricator to remain uppermost, are also suggested by him. Another like-minded individual suggests that all plated parts should be given a good coat of celluloid varnish before leaving the shop as that is imperious to oils and acids.

In addition to the individual ideas enumerated, the following are endorsed by a number of correspondents: Saddle pillar marked with a numbered scale, to facilitate readjustment after the height of saddle has been altered to suit, perhaps, another rider; chain adjustment effected at the bottom bracket, so as to avoid interference with the position of the back wheel or the back wheel bearing; more accessible nuts, especially the seat pillar nut; a method of locking chain bolts, so that they cannot come out and thus leave the chain to drop off and finally, standardisation of nuts.

## ADVANCE IN TIRE REPAIRS

### Great Strides that Have Been Made in the Art of Making Injured Tires Whole.

"Though it has been the impression for a number of years and it is still believed in many quarters that the pneumatic tire is not a success and that the really practicable tire remains to be invented, it is true that the rapid advance that has been made in methods of repairing tires has had much to do with removing this condition," said a well-known local rubber man to a reporter for the Akron (Ohio) Times-Democrat.

"Akron has been the place where many of the tire repairing inventions have been made. There was a time, once, in the early days of the bicycle craze, when more pneumatic tires were repaired in Akron than in any other place on the continent. Tires from Mexico and from Canada, tires from California and from Maine came into the big Akron rubber shops for repairs, and their owners simply waited until they came back.

"And the first repairs were crude. Sometimes they did not last until the tires were out of the factory. But this has all been changed. Now it is common to take one of the big auto tires that are made in Akron, cut a faulty or injured section right out of it, build in another, vulcanize it so that the repair is really a part of the original tire, and send the tire back to the owner, good as new and as strong as when it was first made."

### How They Wanted to Pay for Bicycles.

Wholesale orders are always welcome, but one of the biggest manufacturing concerns on the other side recently received two that did not cause any great amount of enthusiasm. The following are the orders verbatim:

"Sir: Will you be so kind to let me know the lowest price of your bicycles, as I would like to get one at the payment of 6d. a week, and if you send me a good one I will be able to get you a few more buyers. Your obedient servant, J—."

"dear sir i got your catalogue and the cycles are very good indeed. But i would send. 8 Shillings Now at present. and i will send the rest after i am with my granfather, and he will soon die and then I will pay the hole thing out and out; when i will have the please inmyown hands. right soon. John —, —, —, Enniscorthy. i shall pay 8 Shillings a month if you please."

A pocket oiler filled with gasolene or kerosene, preferably the latter, is a very useful companion to motorcyclists at this season of the year. There are many motors in which the oil in the cylinders "freezes tight" in no time at all and makes starting a Samsonian task. A few squirts of kerosene or gasolene into the cylinder frees the piston almost instantly and turns work into pleasure.



# IT COSTS NOTHING

to obtain a National catalogue and yet what it contains is of real interest and instruction to every person interested in bicycles. It illustrates some time-tried features of the

# National Bicycles

that are wholly unlike the features contained in any other bicycle and that cannot fail to impress all who are unacquainted with them.

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NATIONAL CYCLE MFG. COMPANY, - Bay City, Mich.

Real Tire satisfaction can only be obtained from a tire that has proved itself safe and reliable.

# FISK TIRES

represent the highest achievement of the tire-maker's art. They give perfect satisfaction where others fail—because every one is carefully made for service, as well as comfort.

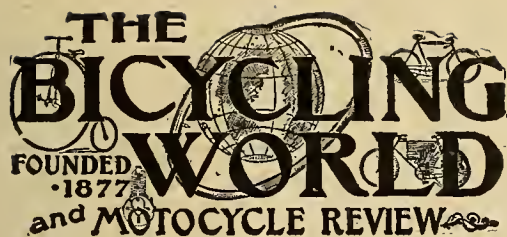
Every User of a Fisk Tire is an Enthusiast.

They are a superb product for those riders who appreciate a far from ordinary tire.

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THE FISK RUBBER CO., Chicopee Falls, Mass.





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To Facilitate Matters Our Patrons Should  
 Address us at P. O. Box 649.

NEW YORK, NOVEMBER 11, 1905.

### Not so Bad, After All.

Were "the man in the street" told that after three years' experience with automobiles, a big manufacturer had abandoned them in favor of bicycle production, his eyes probably would pop out of his head. He is so saturated with the prevailing impression that the bicycle business is practically dead and that the automobile business is a bed roses that he undoubtedly would refuse to credit the statement. He is possessed of the idea that, while bicycles constitute a drug on the market, automobiles are selling like "hot cakes"—that purchasers are standing in line with fat rolls of banknotes, clamoring to exchange them for motor cars.

Even in the trade there are many who share this idea, and to all such persons the news that the biggest bicycle concern in the West has found the manufacture of automobiles such a losing venture that they have discontinued it to devote themselves to the more profitable bicycle business, will prove in the nature of a shock. It will cause others to repeat what they have had occasion previously to remark, i. e., "The bicycle business is not such a bad business, after all," and make them more contented with their lot. There are many men engaged with the au-

tomobile industry who are due to have their fingers badly burnt before they are through with it, and the burning will be far more painful than ever was experienced in the cycle trade.

All the vexed questions that the latter encountered, and more of them, each many times multiplied in magnitude, are now slowly arising. The "hot cake" period has passed, or is passing, and purchasers no longer seek, but must be sought; the trade has been overdone and overproduction is in sight, the second hand problem is rearing its head ominously, the cheap car, the price-cutter, the bargain counter and catch-penny companies all have tumbled into the field and are still tumbling into it; "automobile rows" exist in all the leading cities, just as "cycle rows" once existed; the stores are nearly all much larger and much more expensive—everywhere in every branch of the business is competition approaching the razor edge variety, but nowhere, or in very few places, is there any disposition to "trim sail."

Some of the dealers are already feeling the pinch. As one of them rather ruefully admitted to us a few days since, "No, my business this year was not as good as it was last season," and then he hastened to excuse it by adding, "I think it is because they are making the cars so much better. People are not exchanging old ones for new ones, and the new ones do not require so much repairing." This dealer had bounded from the receding bicycle wave to the crest of the automobile boom, and at the time he spoke was seeking to plunge into motor boats.

The other side of the picture was painted by a man who remained true to bicycles.

"I would rather have my bicycle business than the best automobile factory in the country," he said, and when astonishment was expressed by one of his hearers he explained his position in this wise: "The bicycle business has been through the fire. It is now a staple industry. We know what to-morrow holds for us, and just what to expect and how to set about getting it. There isn't a man in the automobile business to-day who knows what to-morrow will bring, and with the immense fortunes at stake, it is giving him a lot to think about."

The situation resolves itself into the fact that the bicycle business is not such a bad business, after all—that is, for those who treat it as any business deserves to be treated and who make the most of all that it holds. As the bedazzling gilt and glitter of the automobile industry pales, the truth

of the statement will be made plainer—very much plainer. Many of the bumptious upstarts it has produced and who now affect airs that do not become them will yet be glad of an opportunity to return to the sale of bicycles and motorcycles.

### Possible Improvements.

During the earlier years of the bicycle industry the object of the manufacturer was to produce a machine capable of running on two wheels without undue consumption of power and to produce it at a rate which would enable it to be disposed of with reasonable profit to himself and the dealer. Following this epoch came a period in which changes succeeded one another rapidly and the improvements of one year supplanted those of the year before so rapidly and so surely that he was continually kept on the anxious seat, first in originating, and second in perfecting, new types. This condition of affairs continued up to the time of the inception and successful adoption of the safety type, when there soon came to be a settlement on what then seemed, even as it seems to-day, to be finality in design.

From that time on the manufacturers' sole object was to perfect the machine in detail and in method of construction, with the combined end of securing and combining mechanical perfection with low cost of production. This end has been achieved in a most notable manner, and, that being the case, there remains, according to the lights of the present day, simply to improve upon the minor details which contribute to the ease and convenience of the rider without in any way materially affecting the chief elements of the structure.

"Can we improve the bicycle?" asks a foreign contemporary, and the answer from the pens of a score or more of its subscribers aptly proves the truth of the above proposition, for they, one and all, combine in suggesting changes in minor detail. Some of these do not apply in this country, because they have been taken up and utilized by the American maker already, and some because they apply only to the heavier types of machine which are still popular with the buyers "on the other side." One or two of them, however, seem worth more than passing consideration.

In particular, those suggestions which relate to the protection of exposed metallic parts from the effects of the weather, are noteworthy. Nickel plate, though giving a beautiful appearance to finished parts, is by no means proof against cracking and peeling



at the corners, and once this action has commenced to show itself, there is ample opportunity for the rust to take hold, and, once taking hold, to resist with a most disgusting pertinacity all efforts made to eradicate it. The idea of treating all such exposed parts with some resistant varnish, or, better still, by coating them with an artificial oxide, is not at all a bad one.

Then, too, those individuals who have had various experiences as a result of having their handlebars twist on slight provocation, would relish a change in design which would insure permanent alignment, while those who are forced to make a single machine serve the purposes of the entire family from father to youngest son, would appreciate a means of readily adjusting the saddle and bars to convenient height without the need of having recourse to the method of scratching the nickel plate with sundry reference marks.

#### Winning Back the Women.

Mr. Logue's suggestion that a diamond frame bicycle for women's use be catalogued, as presented in another column, is worth considering, although probably it comes too late to be available for next year. Practically all 1906 catalogues must be now on the printing press. The idea that even if such a model did not meet with approval the criticism of it would serve a useful purpose is not wholly without point.

If women, in any appreciable numbers, are ever to be "won back" to cycling—an oft-expressed wish, and a most desirable state of affairs—it is certain that it will be brought about only when more attention is paid to the models designed for their use. Women who rode bicycles really never knew the joys of the coaster brake or the two-speed gear, to say nothing of saddles such as Persons now makes. If a model so equipped was widely heralded and the "beauties" of these more modern devices properly pictured and exploited, there is small doubt but that her interest would be again aroused and some real good accomplished.

Within the last month we heard several women discussing this very subject, and the unanimity with which they agreed that the discomfort of the saddles previously provided for their use had much to do with their disuse of bicycles was as significant as it should be suggestive to manufacturers. They all declaimed that there never had been a saddle that permitted real comfort. And yet a glance through bicycle catalogues shows that the old instruments of torture are still in fairly general use.

#### Holland Rises to Remark.

Editor of The Bicycling World.

Dear Sir: There are two things in your issue of the 4th that I heartily indorse: First Mr. Glieman's letter about cycling papers. I have followed his plan for years. Many a cycling drummer has said my store was the place to keep up to date in cycling news by getting at the Bicycling World.

One man who has ordered of me a 1906 motor said one day: "What a lot of motor news there is in the Bicycling World. I have learned a lot already."

Again: Your editorial about motorcycle expenses vs. automobile expenses, as illustrated by the automobile economy test, puts me in mind of my experience in going to the Vanderbilt Cup race on Long Island. We left Worcester Thursday, October 12, at 1:30 p. m., arrived at New London at 8 p. m. On October 13 we took boat to Greenport, L. I. Cost of our motor cycles, nothing. An automobile, a White steamer, cost on boat, \$16. How's that? Again, on the South Road—we passed them and lost them. While many people passed the night in automobiles or on billiard tables and cots, near the starting line, we had a forty room summer hotel, only six miles away, at our disposal. Our return run through Connecticut was a source of greatest pleasure.

Our police department's motor bicycle has covered over 9,000 miles since last May. Nineteen hundred and six will, I believe, see motorcycles in great demand. I hope so, and shall keep mine going as of yore.

LINCOLN HOLLAND, Worcester, Mass.

#### Logue Suggests a Ladies' Model.

Editor of The Bicycling World:

Here are some catalogue suggestions for manufacturers: For '06 season list a special lady's diamond frame for use with rational costume, using 20-inch model for catalogue illustration.

Request your travellers to call the especial attention of dealers to this model, and if no machines are sold the interest aroused by opposition to the idea will compensate for the trouble.

Bicycling has become almost a masculine sport. Arouse feminine interest in it, and it will be an assured financial success.

Automobiling is the sport of kings. Bicycling is the king of sports.

W. H. LOGUE, JR., Baltimore, Md.

#### Dayton Club Exchanges Homes.

An amicable settlement has at last been reached between the Dayton (Ohio) Bicycle Club and the Y. M. C. A. of that city. The association will take possession of the club's property in its entirety, July 1 next. The club made it a condition on their relinquishing their lease on their present home, which is needed by the association for the new Y. M. C. A. Building, that the association should secure a new home for the club, the home to be suitable in all details for the club, reasonable in rent, and subject to a five years' lease, with a five year renewal at the end of

the first lease. The association performed all these conditions, and secured a fine brick building on Fourth street. This building is large and roomy, and entirely suitable to the needs of the club, and will be remodelled in such a manner as to please the club. The latter, of course, will have to make these improvements and alterations to suit itself, and it is stated that the building will be equipped as one of the most complete club-houses in that part of the country.

#### Glow Lamp Helped him Home.

They tell a tale of a man who out on the road with his motorcycle, was wholly disgusted to find his batteries giving out in a locality where a new set could not be had for love nor money. At a bicycle shop, however, the stricken one found an electric glow lamp of the pocket variety, which after some thought, he purchased, and after dissecting it contrived to connect up the dry cells which it contained, and by that means to go on to his journey's end. The tale is worth remembering, for although the amount of energy to be derived from such cells is very slight, still it is quite sufficient to eek out what remains in the regular batteries after they have begun to fail, and will frequently prove just enough to get home on when otherwise a long walk would be in order.

#### Motorcycle Cops to Measure Speed.

The New York motorcycle policemen are to be made very happy on Saturday next. 19th inst. There are only eight or ten of them, but each believes he or his machine is just a little faster than the other fellow's, and most of them talk of fifty miles per hour as if it was an ordinary every day occurrence. On Saturday some of them will receive an awakening. A police journal has hung up several prizes, and the necessary permission having been obtained, at least six of the cops will on that day engage in a ten-mile race on the Coney Island cycle paths. The contest will be started at 9:30 a. m.

#### For Big Motorcycle Road Race

If permission to use the course is obtained, the Brooklyn Motorcycle Club will hold an open twenty-mile handicap road race on Thanksgiving Day, 30th inst., on Ocean Parkway. The Park Commissioner will decide for or against the permit on Tuesday next. The use of the Coney Island cycle paths readily can be obtained, but, owing to the trees that hedge them in, the club desires the broad, smooth, safer boulevard that divides the up and the down path.

#### Chadeayne May Explore Mexico.

W. C. Chadeayne, the new cross-continent motorcycle record holder, is still unsatisfied and is sighing for new fields to conquer. Before returning to his home in Buffalo, N. Y., he will tour Southern California, and may even explore Mexico, and return home through the Southern and Atlantic Coast States.



## TEAMS FOR THE SIX-DAYS

Americans Dickering for Appearance Money.  
[ ] —Foreigners Likely to Come Over

Although the promoter who manages the annual six-day cycle race in Madison Square Garden, New York City—likewise the gate receipts—was somewhat reticent when approached by the Bicycling World man for information concerning the personelle of the teams that will line up for this year's fray, which will be held the week of December 4 to 10, inclusive, explaining that his plans were not yet fully consummated, he let fall an inkling as to the make-up of the riders.

Beyond a doubt, this year, there will be more starters in the long grind than ever before—that is, if the promoter decides to pay appearance money to the American riders. Several of the well known New York "cracks" claim that Powers is quite "stand-offish" in the matter of guarantees. It is more than likely that the Great Mogul will relent, else there will be a noticeable lack of home talent.

One of the biggest changes in this year's line-up will be in last winter's winning pair—the New York team. It is understood on good authority that E. F. Root and Oliver Dorlon will split, Root riding with John Bedell. This will break up the famous drawing card of the Bedell Brothers, and it is not known who will elect to ride with Menus. Oliver Dorlon has taken up motorcycling as a means of recreation, and as he apparently does not have to work for a living, he will not likely be with the "boys" at the crack of the pistol. Dorlon's own statement that he is "not particular about riding, anyway," gives rise to this assertion.

Although it was announced that last year's "sky-rocket," Robert J. Walthour, of Atlanta, Ga., would go to Australia instead of coming to America—he is now in France—reports from the Southern city state that he is expected home by Thanksgiving Day. In that case, it is likely that he will be permitted to ride with Ben Munroe, of Memphis, Tenn. Joe Fogler, the Brooklyn "crack" who gave a good account of himself on the Eastern circuit this season, will team with Walter Bardgett, the Buffalonian. Although Bardgett did not acquire a wonderful sprint this year, those who have seen him ride in the West say that he has displayed remarkable staying powers, which, of course, is the leading factor in a six-day grind. The "Little Old New York" team, as they will be called, are expected to be up with the leaders at the finish. "Herr" Krebs, of Jersey, seems to be in difficulty—as yet he has not found anybody willing to share his misfortunes. Carl Limburg, one of the popular riders of two or three years ago, will team with Jed Newkirk, and there will be a King-King combination. The Samuelson-Williams pair is a possibility, and Matt Downey, who won the national amateur championship, has announced a

hitch with Patsy Keegan. Hugh MacLean and James F. Moran may also represent the city of brown bread and beans. Of the other riders little is known of their plans, except that the Butler brothers—Nat and Tom—may get together again.

There will be a surprising influx of foreign riders this year, many of whom are new comers. It is doubtful whether Jean Gougoltz and Petit-Breton will embark from France, especially the former, as he has suffered a not-unlooked-for reversal of form. Arthur Vanderstuyft and Johann Stol, the Belgium-Holland team that finished second last year, will again be seen together, as will probably Andre Mazan and Antonie Dussot. (Mr. Powers will not disclose the identity of the foreign cracks, for fear the Bicycling World will score a "beat" on the New York papers.) England's own "Tommy" Hall, according to an English publication, will cross the pond with either Leon Meredith or Benyon, the amateur world's amateur champion. Poulain, the world's champion sprinter, will be imported to measure strides with America's invincible champion, Frank L. Kramer.

## Hunter Had his Troubles, but Won.

That the race is not always to the swift was never better exemplified than last Sunday, 5th inst., on the Hoffman boulevard, Jamaica, Long Island, when George B. Hunter won the fifth event in the series to decide the club championship of the Tiger Wheelmen of New York City, for the season of 1905. Notwithstanding a punctured tire, broken handlebars, and several other minor mishaps which necessitated a change of mounts no less than five times Hunter pluckily continued and won the race in a gruelling finish.

The distance was twenty-five miles—five laps—and this made it very interesting to the spectators. There were sixteen starters. Hunter was given six minutes handicap and soon worked his way up to the long markers when his troubles began. Despite all these he continued and beat Urbain McDonald, the club's fastest rider, to the tape by a few inches. Nick Kind rode a consistent race and finished third. He started from the three minute mark.

By winning last Sunday's race Hunter climbed two or three rungs in the point ladder and although he stands no chance of winning the championship as McDonald now has 93 points to his credit, Hunter will undoubtedly come in second unless his usual hard luck overtakes him in to-morrow's race. Hunter has 67 points. The score of the other leaders follows: F. Morin, 50; H. Johnson, 41; Nick Kind, 41; Chris Kind, 41; P. J. Baum, 32; C. P. Soulier, 32; Al Judge, 20.

The summary of last Sunday's race follows:

Position.	Rider.	Hdep. Min.	Time. H.M.S.	Points.
1.	G. B. Hunter....	6	1:17:49	20
2.	U. McDonald ...	scratch	1:11:49 1-5	18
3.	Nick Kind .....	3	1:14:55	16
4.	F. E. Mommer..	10	1:20:55 2-5	14
5.	O. Brandes .....	3	1:19:21	12
6.	Chris. Kind ....	6	1:21:22	10
7.	F. Morin .....	3	1:21:34	8

## BASEBALL IDEA REVIVED

## Bostonians Again Consider that Style of Team Racing—The Plan as Outlined.

That old idea of running a motor-paced circuit on the baseball plan has again cropped out and whether it will expire as gently as its predecessors remains to be seen. The germ has been planted by a party of Boston promoters who, quite naturally have a personal interest in causing a motor-paced circuit championship to be created.

The plan as outlined embraces the Madison Square Garden, Charles River Park and Revere Beach tracks, and calls for a new saucer, which will be built in Providence next spring. Each city will be represented by a team of three pace followers, each team to have a captain, and the members will wear distinctive colors, the racing jerseys to bear the name of the city they represent.

It is intended that there shall be a series of weekly motor paced races, commencing on a date to be mutually agreed upon and to end no later than October 1. All national holiday dates are to remain open and outside of the circuit.

Under the arrangement already made, it is proposed to assign Tuesday of each week to New York, with Wednesday as a rain date; Thursday to Providence, with Friday for a postponement, and Saturday to Boston, leaving Monday for the latter in case of rain or postponement.

There will be three 10-mile heats, motor paced, at each meet. A representative of each of the three cities will start. All races will be from a standing start, and the scoring and division of the prize money will be as follows:

Winning team, 5 points, 40 % of purse.  
Second team, 3 points, 33 % of purse.  
Third team, 1 point, 27 % of purse.

The total number of points scored by each team during the season shall be the determining factor as to which team is entitled to the championship, and the individual championship can be decided by a series of three races, one to be ridden in each of the three cities, after the close of the team championship series, in which the rider from each team that has the highest average will be eligible to participate. The scoring of the individuals will be on the same plan as that outlined for the teams.

Each team will have its own motor pace, and in addition there shall be two motors at each track. One of them will be a spare for the track representative, and the other for any man whose machine may go wrong. All pacing machines are to be alike in size, horsepower and equipment. One pacemaker for each team will be required, with substitutes as may be agreed upon.

Each team of riders may be provided with regular substitutes, and in case a substitute rides a winning race he shall be considered a regular team rider until he fails to score first money for his team, when he may be displaced by the regular man.



# 1905

## Has Been a Big Year

for the

## Biggest Makers of Bicycles IN AMERICA.

Even more attention will be now centered in their manufacture assuring that

# 1906

## Will be an Even Bigger Year.

# YALES and SNELLS

are, of course, the bicycles referred to.

THEY ARE THE BICYCLES THAT SATISFY—  
satisfy all purses, all dealers, all riders.

And then there's the

## Yale-California Motor Bicycle.

It has continued to give a good account of itself wherever used and with the 1906 improvements that are being added, it simply must loom larger than ever.

WRITE US.

CONSOLIDATED MFG. CO., - - - Toledo, Ohio.



## EVENTFUL TO THE END

## But Despite that Fact and a Toothache Chadeayne Had Trouble Keeping Awake.

San Francisco, Nov. 3.—W. C. Chadeayne, the cross-continent motorcyclist who reached here on Tuesday morning, 31st ult., is pretty well recovered from the exertions of his strenuous jaunt. Aside from a badly ulcerated tooth, which required the attention of a dentist, his chief ailment has been brain fag, due to loss of sleep. Sleep has been his chief desire since his arrival, and he has been permitted to obtain it undisturbed and in generous proportions. During his waking hours C. C. Hopkins, L. H. Bill and others of the local riders have striven to make his

“From Ogden I followed the railroad over the Lucin cut-off, saving probably fifty miles by so doing. This cuts across the great Salt Lake, and I had to keep a good look out in order not to be run down by trains. After crossing the lake again, I reached the desert, which is made up of a peculiar light, sandy loam, which I found was as smooth as a floor, and hard as pavement in places, and I rode for many miles over it, taking to the railroad when it was impossible.

“I had a good deal of trouble in getting lubricating oil, but finally got a mixture of castor oil and machine oil, which carried me into Montello where I stayed long enough to load up with oil and gasoline and, after getting something to eat, again started bumping ties westward.

“This was the most discouraging part of the journey, for I rode for miles and miles

room, and continued my night ride. I had some trouble in starting up here, for the oil had ‘frozen’ in the cylinder, but a liberal flooding of gasoline and an abnormal waste of energy finally started it, and I covered many miles.

“About 5 a. m. my motor refused to mope, and I slept until daylight alongside of the track. After repairing a broken battery wire I continued my trip. It is now a steady climb, and I follow the track most of the way, gradually getting into a more fertile country. I stopped at a place called Hazen long enough to get something to eat. This is a two-house village, into which a stage runs from the mines farther south. Prices are away up; shaving, 75 cents; hair cut, \$1. The fare on the stage to the mines is \$25 per seat.

“Continuing my trip, I finally enter a fer-



IN THE DEEP RUTS OF THE PRAIRIES.

BETWEEN THE RAILS.

AWAY UP IN THE ROCKIES.

stay agreeable and to show him that they are able to appreciate the man qualities that made his long, stern night and day chase memorable.

On Sunday next the San Francisco Motorcycle Club will have Chadeayne as their guest of honor on a run and dinner at Centreville. F. M. Byrne, the new captain of the club, has called on his fellows to turn out in strength to honor the rider who “covered a few miles to visit us.”

Owing to error in dating “The Bicycling World’s” telegram, reporting Chadeayne’s arrival in ‘Frisco, it was made appear that he reached there at 9 a. m. on Monday, October 30. As a matter of fact, it was at that hour on the following day that he arrived at his destination. His record, therefore, stands at 48 calendar days, 11 hours, 35 minutes, about two hours better than George A. Wyman’s performance in 1903.

Chadeayne’s own story of his “run home”—this is, from Ogden to ‘Frisco—is as follows:

“From Ogden to San Francisco proved the most trying part of my trip, for I used every bit of energy to get through ahead of time, driving the machine over roads when they were passable, and over the railroad ties when they were not; walking when I could not ride, sleeping only when I had to from sheer exhaustion.

without seeing even a jack rabbit, but at intervals I passed sign posts labeled ‘stations’ a few box cars and section houses, which, however, I was glad to come across, for I could then replenish my canteen with water, and occasionally get something to eat.

“The railroad across the desert is well ballasted, and by turning on full speed I could make pretty good time over the ties. At Wells it looked like rain, and sprinkled a little.

“I arrived at Carlin late in the evening and slept for a few hours in the ice box of an empty refrigerator car. It was the warmest place I could find. Early the next morning, while riding on the ties, I happened to look round just in time to see a passenger train coming after me at tremendous speed. It was within forty or fifty yards of me. Having no time to stop, I turned sharply to the right, my machine struck the rail and machine and rider landed in a heap in the ditch just as the train passed with a roar. I was somewhat bruised, and I expected the machine would be a wreck, but a bent crank seemed to be the extent of the damage. Otherwise the day passed without incident. The same thing—sand, sage brush, bad road and heat—was encountered on the next day of my journey. The faithful little motor plugged along, carrying me steadily westward. I reached Winnemucca, where I enjoyed a few hours’ sleep in a bar-

tile valley and find a fairly good road. Imagine my joy at the sight. I ride over the road for many miles and enter Reno—the Monte Carlo of the West—shortly after dark. While here I am entertained by some of the staff of “The Utah State Journal.” After a good dinner I tarried long enough to look over my machine, fill tanks and look into the different gambling houses. Poker, roulette, craps and faro seemed to be the popular games, and the gold and silver were piled high on the tables. I would have liked to have spent more time in Reno, for I found it an interesting place. However, I made a start in the dark for Truckee, following the rails. I had not gone far before I pitched into an open culvert, breaking a pedal and badly bruising my hip. I returned to Reno and was fortunate enough to secure a pedal.

“I was forced through mere exhaustion to take a few hours’ rest in a shed adjoining a saloon, and, awakening in time to get an early start. I followed the railroad track to Truckee, where I climbed for miles over a hard road to the summit. From there it was a down grade over a fair and very dusty road to Colfax, where I stayed for a short time, and after riding nearly all night arrived at Sacramento about 8 a. m.

“It is only ninety miles by rail to San Francisco, and I was much disappointed to learn that I would have to ride fully one hundred and fifty miles to get there by road.



I left about 3 p. m., and was unfortunate enough to run off a bridge and bend my forks. This detained me for some time, and it was after dark when I pulled into Stockton. While waiting for my tanks to be filled at a garage I fell asleep, and it was with the greatest difficulty that they finally aroused me. Determined to finish the trip, I plugged on through the dark and covered many miles. Stopped to pump up tire, and went to sleep again. Was aroused at daylight, and finally, about 8 a. m., reached Oakland and saw in the distance San Francisco and the end of my trip. I arrived there by the ferry 9:15 a. m., just 47 days, 23 hours and 50 minutes from the time I left the Motor Cycle Club house in New York. Here I was met by many friends, newspaper men and photographers. I was 'all in' and nearly collapsed. I had not slept in a bed since leaving Ogden, nor had I had my clothes off. As soon as possible I went to a Turkish bath, where I slept for fully twenty hours. Riding during the last two days and nights of the trip was a torture, as I suffered much with an ulcerated tooth.

"There were times toward the end of my journey when I hardly knew what I was doing. Once I fell asleep while they were filling my tanks, and they had a hard time awakening me. I talked with reporters, but cannot remember it. I might have arrived an hour or so sooner, but fell asleep when I dismounted for a moment nearing Oakland.

"Thanks to the president of the F. A. M., I fell into good hands—those of Mr. Hopkins

and Mr. Bill, the F. A. M. official out here. They have been very kind to me, and, with other members of the local club, are doing everything possible to make my stay pleas-



W. C. CHADEAYNE,  
Five Minutes After Finishing His Cross-Continent Journey.

ant. The whole bunch of good fellows came out to meet me on Monday, when I expected to arrive, and waited for hours, but my fall off the bridge near Stockton made their wait a vain one. I did not get in until the next morning. Yesterday (Sunday) the club turned

out about thirty strong for a fifty-mile run and chicken dinner, at which I was the guest of honor, and there are theatres and other dinners ahead.

"Notwithstanding it, I can scarcely comprehend that my long journey is ended. I still awaken often at night thinking I should be on the road putting miles behind me."

#### Team Racing Home Trainers.

John Berryessa and Carl Showalter, wearing the colors of the Garden City Wheelmen, of San José, annexed championship honors on the home trainer at the annual race meet of the New Century Wheelmen at San Francisco, Cal., Wednesday night, 1st inst. The Garden City cyclists rode a very consistent race and defeated the Bay City team by 22.5 seconds for first place. Fred McLoughlin and Leslie Randall wore the Maltese cross of the latter club. The Central City Wheelmen finished third, their representatives being F. Ferichs and George McGrath.

Dave Mainland, of the New Century Wheelmen, one of the fastest riders on the Coast, in the first heat lowered the amateur "record" for two miles on the rollers. A. Trout, in the races at the Chutes last year, established a new mark at this distance, his time being 2:47. Mainland, however, smashed this record into smithereens last night, covering two miles in 2:19 2-5.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York. \*\*\*

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**SEVENTH TIME**  
has  
**FRANK L. KRAMER**  
Won the  
**Championship of America**  
on a  
**PIERCE BICYCLE**

It is the result of well sustained quality on the part of both man and machine—the quality that appeals to thinking men.

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## SAY THEY HAVE ENOUGH

**Both Walthour and Butler Decry Motor Pacing, this is, Behind Big Motors.**

"I've seen so many riders killed, maimed for life or otherwise disfigured through following heavy and highly horsepowered pacing motors that I have made up my mind, after completing my present contract, not to risk my neck behind these death-dealing engines any more," said Robert J. Walthour, when a foreign newspaper sought his opinion of the motor paced game.

"I have a young wife and four children, and I want to live to enjoy the benefit of my long and hard racing career, so may I be lucky enough to get out of the game safe. The motor paced game has been overdone, as any ordinary bicycle rider who has the services of a big well sheltered motor, and will take all risks, can (with, say, two weeks' training) accomplish what looks like a really wonderful performance on paper, but in reality is as artificial as it is dangerous. After my long and varied experience I have come to the conclusion that there is nothing fairer, more interesting, inexpensive and safer than small motors without wind shields. In nine cases out of ten the best rider wins, and the world's record beaters behind monster motors have often to take a back seat. Small motors are more under the control of the driver, and to race behind them successfully means serious training, not sitting almost upright and pedalling a 15-inch gear hidden behind a wind shield, an easy but risky job. I'll have a motor fixed to travel at sixty miles an hour and pull me along after it, if I don't happen to fall on the way. I'm glad to get away from Germany, as it's a sort of 'all in' game there, and very few of the tracks are suitable for high speed rates; all the managers think of is a 15,000 gate. In America big motors are barred altogether, and there is no doubt that the fatal accidents of a season or two back behind the big motors have had the effect of spoiling the game in the States."

Nat Butler, one of the oldest pace followers on the track, is credited with saying: "I have heard that the 'crack' French pace followers have India rubber hearts; well, I guess they must have, when the leading string, such as Bruni, Darragon, Contenet, Simar and Guignard, seem to prefer to risk their necks behind big motors and spend the best part of the season away from their own country, simply because big motors were barred in Paris. I really believe if the track managers could hire a few express locomotives and get them into running order on a path of some sort and put up, say, a \$100 first prize for what might be termed the 'railway race,' they would be sure of a good entry. They say the older you get the sillier, but as regards pace following, this does not apply to me, and, in the interests of cycle racing generally, it is high time that a stop

was put to death trap racing. Not a year passes but three or four riders are cut down in the prime of life, riding behind big motors, and this sort of thing is sure to prevent sensible parents from allowing their sons to indulge in paced racing, or, for the matter of that, cycle racing of any description. Nothing could be fairer than the present small motors."

### Olsen Wins the Citizen's Cup.

There were only five starters in the time-honored and once famous Citizens' Cup race of the New York Athletic Club held on Tuesday last, 7th inst. It was won by F. Olsen, who was one of the three riders in the resident class, and who was given the rather generous handicap of ten minutes.

The course was over the usual Pelham Manor roads, and the distance was slightly over fifteen miles. The men were sent away from the Travers Island house shortly before 11 a. m., and the cool atmosphere, with no wind to hinder, made riding a pleasure.

Although Olsen won the cup, the real feature of the race was the excellent riding of Charles A. Sherwood. He is the young rider the New York Athletic Club took under its wing last spring to uphold the honor of that organization, and that Sherwood will prove a worthy successor to Marcus A. Hurley, who brought the world's amateur championships to the New York organization in 1904, there seems little doubt. In Tuesday's race the popular young rider made a brilliant showing against heavy odds. Sherwood was started in the athletic division from scratch, while F. Hamilton Burch, in the same class, started eleven minutes before and covered the distance in 53 minutes 33 seconds. Sherwood had to plug along alone all the way and make a desperate effort to overhaul the long markers, but only caught sight of them at the finish. His time was 43 minutes 20 seconds, which is a new record for the course.

Olsen, who finished first, had ten minutes' handicap, and his time was 52:13 1-5. The second rider to cross the tape was John M. McGinley (9:00), whose time was 52:10. D. J. McIntyre also started, but did not finish.

### Fight Was for Second Place.

One motorcycle event with four contestants formed a feature of the third automobile race meet of the New Jersey Automobile and Motor Club held on the one mile Waverly track, at Newark, N. J., election day afternoon, 7th inst. It was a five mile handicap in which C. H. Lane, 5 h. p. Curtiss (scratch); Allan Reid, 4 h. p. Orient (0:10) J. I. Marion, 13/4 h. p. Indian (0:45) and P. Drummond, 13/4 h. p. Indian (0:45), started. Reid was hopelessly out of the running from the crack of the gun and was soon passed by both the Indian riders. Drummond gradually pulled away from Marion and won the race in runaway fashion. The dash for the tape between Marion and Lane, however, proved exciting, the former winning out by only a length. The time was 7:49.

## JERSEY MEETS NEW YORK

**Gives Good Account of Itself in the "Carnival"—Brooklynite Takes Championship.**

New Jersey—or rather, the New Jersey division of the Century Road Club of America—carried off most of the prizes at the annual carnival of sports held by that organization last Tuesday, 7th inst., at "West's," Valley Stream, Long Island. The riders from the sister State rode off with nine of the twelve medals hung up for competition, to the chagrin of the New York and Brooklyn members.

Charles F. Hansen, of Jersey City won the honors of the day, capturing three of the medals, with F. H. MacMillan, of Hoboken, a close second, this man taking the solid gold medal for first place in the two mile handicap and second in the one mile, after a hotly contested race.

In each event the finishes were close and exciting, and had it not been for a couple of mishaps New Jersey riders would have made a clean sweep. In the two mile handicap James T. Halligan, New Jersey's crack rider, while sprinting for the tape, collided with another rider. A spill resulted, and Halligan's front wheel was smashed and one of the cranks. Halligan was slightly injured, so that he was unable to compete in the mile championship.

This was the chief event of the day, being won by Herman L. Lind, of Brooklyn, who by good team work beat the two New Jersey favorites, Hansen and Harris, who finished respectively second and third.

In the five-mile handicap Harry Early and Joseph Romer, starting from the one-minute mark, were well up in front and apparently had the race well in hand, when a puncture put Early out of the running. Romer put up a plucky fight, but was beaten at the ribbon by Alfred H. Seeley, who is developing "earmarks," and Fred E. Mommer. The summaries follow:

One-mile handicap—James T. Halligan, Newark (scratch), first; F. K. McMillan, Hoboken (20 yards), second; Charles F. Hansen, Jersey City (scratch), third. Time, 2:37.

Five-mile handicap—Alfred H. Seeley, New York City (1:15), first; Fred E. Mommer, New York (1:00), second; Joseph Romer, Jersey City (1:00), third. Time, 13:47.

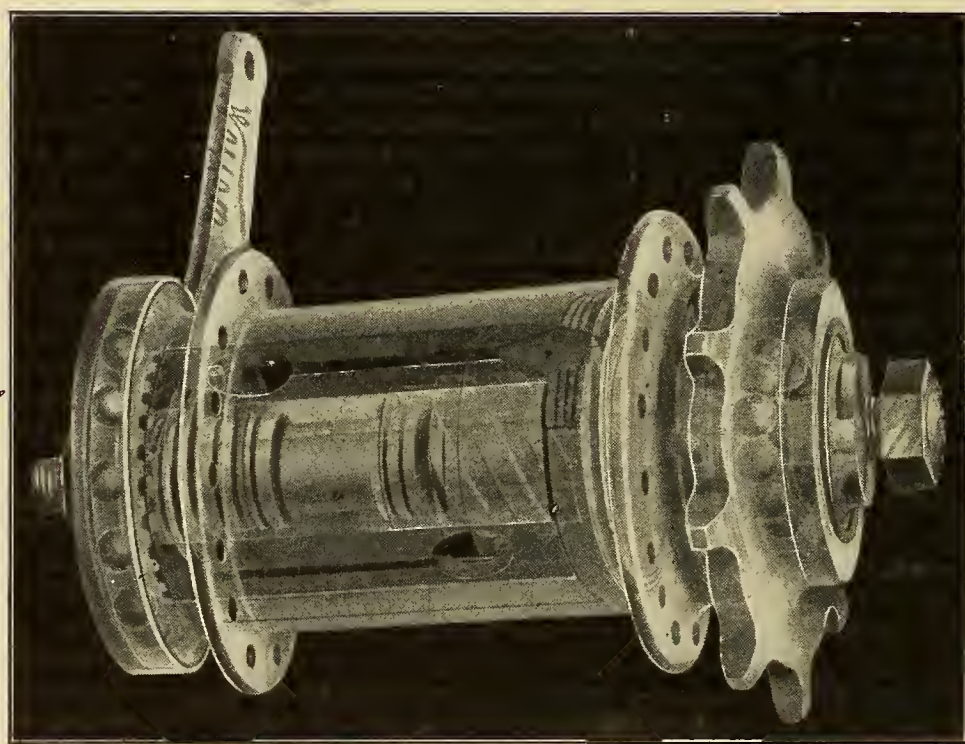
Two-mile handicap—F. H. McMillan, Hoboken (100 yards), first; Charles F. Hansen, Jersey City (scratch), second; Benjamin Evessen, Jersey City (100 yards), third. Time, 5:02.

One-mile open, championship—Herman L. Lind, Brooklyn, first; Charles F. Hansen, Jersey City, second; Joseph Hans, Jersey City, third. Time, 2:43.

Owing to the greasy state of the roads, caused by the rain of the night before, the New York Motorcycle Club's judgment and regularity run was postponed from Tuesday last to to-morrow, 12th inst.



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## HIS MOST STRENUOUS CENTURY

**It Came of Over Confidence in the Spring Time—but Here's His Story.**

"If you are willing to confess that you lived through the height of the boom without ever experiencing the thrills of a survivor of one of those grand annual century runs, you missed a large part of the game, that's certain," put in the oldtimer in surprise to one of the circle who owned to the aforesaid offence.

"To tell the truth, I never attended more than one of those functions myself, but it was enough to satisfy the most exacting soul longing for century run honors."

"Oh, yes, indeed, I have many a time done my century and better between sun up and dark; sometimes two or three days hand running, without thinking anything of it. Get up the next morning fresh as a daisy, ready for another hundred. But that's a mighty different thing from sprinting behind a bugler with the pack all bent on making the next stop as much below the time allowance as possible."

"Well, tell us your one century experience," echoed the chorus.

"There is nothing particularly interesting or out of the ordinary about it, except that it furnishes as good an illustration of the absurd lengths to which we were carried in that intense heat of enthusiasm as anything I can think of. It's too bad so many overdid the thing to such a ridiculous extent, for if people had only taken things reasonably there would not have been any such relapse and there wouldn't be so many wheels in cold storage in cellars and attics at the present time.

"That was one of the banner pushing fests of the C. R. C. when it was at the height of its glory. The drab uniform and the wheel emblem were familiar sights wherever one went. It was the opening run of the season, and to say that there was a turnout in force is to put it very mildly indeed. The official figures were 150 in the fast bunch and 450 odd in the 'take it easy division.' Six hundred or more in line altogether, including quite a representation of tandems, not to mention an occasional quad or triplet. My, if I were to see 600 wheels stacked up outside of a country hotel to-day I'd make for the nearest white ribbon headquarters and sign three copies of the pledge without a stop. Just imagine 150 in a string, every one of them thinking himself capable of reeling off 15 to 18 miles an hour all day long, with nothing but 15-minute stops and the rest for dinner. The slow division was scheduled to make 10 miles an hour and the sprinters 15, but the pacemakers of the fast bunch were out for blood, and tried to drop as many of the tailenders as they could shake off in every sprint. The ride was from Bedford Rest—that spot that is covered with cycling memories—to Patchogue—

an even 60 miles out and back to Valley Stream—40 flat—where a special train on the Long Island was to bring the survivors back.

"As I have already remarked, it was the opening run of the season, and as for myself, I scarcely had thrown my leg over the saddle more than a few times since the snow and ice had left the ground, and then only for a perfunctory spin of a mile or two. Certainly my preparation for the event, so far as training went, was absolutely nil. In fact, I only made up my mind to go on the run a few days before. I wasn't a member of the C. R. C., but they advertised the thing broadcast, and as the entry fee was only a dollar or two—a dollar and a half, I think, which covered a dinner at Patchogue, with a medal for every survivor thrown in—I



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thought I would take a chance, and so did a friend who always rode a racing wheel and thought he could sprint some. Not that I can crow any, for he lost me before we had covered 30 of the 60 miles. Of course, both of us disdained the thought of going in the slow bunch—that was for the women and old men. You'd sit up straight to see the number of women there were on that run, and they weren't all in the slow division, either. That started at 6 a. m., and that was too much for us, for we lived 'way up in Harlem, a good ten or twelve miles from the start. The real cracks were sent off two hours later, and this, with the difference of the running time, brought the two together at the feed.

"With nothing more substantial than a roll and a cup of coffee in me, I left the house at 7, and we made the distance to Bedford in about 50 minutes, fresh as could be and simply itching to be off. The square was simply a mass of bicycles of every known make—all kinds of uniforms and here and there the pennant and fast riding squads of the different clubs in the run. Sharp to the minute of 8, the bugler sounded 'Mount' and

"forward," and in five minutes the square was empty again. That's one thing I must say for those C. R. C. affairs—they were admirably managed; no dawdling around with every Tom, Dick and Harry trying his hand at running things. The three or four pace-makers rode abreast and kept their pennants streaming straight out behind, and soon the division trailed over more than a quarter of a mile. But for all that we were so close together that I was afraid there would be a grand smash-up before we got out into the open of the country road; and sure enough there was an accident before we had gone three miles, and while we were still in Brooklyn. One of the tandem pairs were some distance behind the leaders, and were trying to get up front, when a single wheel got in their way and they went right over the forward wheel without even stopping to see what the damage was. Threw the rider and came near doing the same for them, but they managed to keep right side up. Wild excitement reigned for a few minutes, but those following managed to clear the wreck, and a short time later the only evidence of it remaining must have been that lone and disappointed rider, alternately regarding his wrecked mount ruefully and the fast receding cloud of dust in the distance that marked the flight of the fast bunch.

"Eighteen miles an hour to the minute was the pace maintained to the first stop, a run of something like 10 or 12 miles, if I remember rightly, and we were right in the vanguard, something like sixth and seventh to arrive. This gave us a few minutes' extra rest on account of being ahead of the schedule, and it was with a great deal of satisfaction that we sat down and watched the others trail in at intervals of a few seconds at first, then with increasing gaps between them. But even at that early stage of the game there were stragglers—some who had overrated their own capacity for standing the grind, and who found it too much for them right in the first installment. Some of them loped in with a weary look on their faces just as the 10-minute rest came to an end and the pacemakers started off again, and, in addition to the disappointment, were rewarded by getting the laugh from the more successful bunch that was just departing for another sprint.

"Out over the long, level stretches of the Merrick Road we flew. It was an ideal day for riding—neither too warm nor too cold. A sweater was comfortable without inducing perspiration, and the Merrick Road at its best induces to speed and good feeling. We had already done something like 25 miles at a good pace, and the second lap of the sprint, which was really the third for us, began to tell on me. My legs felt very weak, and I experienced more or less faintness, for which my lack of breakfast accounted. But I grimly held on, and stuck to a good portion of the bunch, although the pace was now some distance ahead of me, as was also my partner, who was showing better staying qualities than I had believed him capable of. I finished the second sprint in very fair time,



considering the circumstances, bringing up with a number of others, and managed to be about the twenty-fifth to arrive. But I was pretty well petered out, and was apprehensive as to the result of the next lap upon my chances.

"More of the would-be paceholders were lost back on the road in the second lap, and did not put in an appearance in time to see the bunch start out again—exactly as per schedule to the minute—the way it was adhered to was a marvel. Owing to my not having come in on time, I did not have much of a chance to recuperate, and it was with great reluctance that I prepared to mount and get away again almost as soon as I had got onto the ground. I had been up every ounce in me in making that second lap, and it was a great relief to stop pushing and dismount. If there had been another mile or so in that lap it would have been too much for yours truly. Had I only recognized the symptoms then I would not have undertaken the third installment, but would have got on the outside of something substantial at the roadhouse that marked the end of the stretch. But I didn't, and got away again, this time being content to bring up the rear-guard; and it was well for me that I did. The first two or three miles were not so bad, but the pace simply ate the heart out of me, and I dropped further and further to the rear. Every atom of push in me was gone, though I still mechanically turned the pedals over. Even the tail end of the fast bunch faded from view, and that was the last I saw of it on the way out, for the road and the fields and sunlight disappeared in a haze also, and when I again came to my senses—probably not a minute or two later—I found that I had been brought out of my trance by colliding with a fence of the Abe Lincoln split-rail variety common to Long Island, and my wheel tracks showed that I had left the road on a curve at a point fully a hundred yards back and had ridden over the ups and downs of the bank along the roadside for that distance before bringing up against the fence and landing on a heap in the grass. Human nature could simply stand no more, and I had given out utterly, but such is the force of habit and will power that I must have pedalled quite a distance in what was hardly a semi-conscious condition.

"I sat there on the grass with the wheel on top of me, too dazed to understand just where I was or what was the matter. In a few minutes I felt stronger and got out to the road, finding it possible to mount after having walked a short distance. Things seemed all right again, although it was necessary to proceed pretty slowly, and I never so much as gave a thought to the probable reason for my attempting to explore the fields awheel. I could hardly have gone very far, however, when I dropped off again, and this time the bumping and knocking soon brought me to a realization of the fact that I was fully fifteen feet off the road and was doing my best to navigate in and out of the dry bed of a ditch and its banks, so I slid

out of the saddle and sat down to rest a bit. That deadly feeling of all-goneness stuck by me longer this time, and it finally dawned upon me that the fire needed replenishing, so I started to walk, hoping to find some place near to get the wherewithal. Fortunately I was almost in Amityville when the first collapse came, and after something like a half-mile walk located a combination bakery and lunch room. Fresh air was a necessity, too, so I sat out on the steps of the little bakery and consumed, in addition to unlimited oxygen, several very generous sized ham sandwiches, cake galore and about two quarts of good milk, and then, feeling unusually better, gave it a quarter of an hour or more to settle before getting away again.

"All my early morning freshness had disappeared, but I still felt able to keep up a steady pace, and though I never scented the fast bunch again on the remainder of the distance out, and only ran into occasional stragglers, most of whom were in a worse plight and were easily left to the rear, I arrived in time for the dinner and a good rest. If it hadn't been for taking the latter I might have started back again with the slow riders, but I elected to stick to the swift brigade. The memory of that ride back will stay with me as long as I know there is such a thing as a bicycle. If you know the nature of the ground over which the run was held you can appreciate the conditions we met on the return. The south shore of Long Island is flat as a board, and the roads could hardly be better—an ideal combination, of course, but it added to our discomfort on the way back. It lies practically right on the ocean all the way, and we had left Patchogue behind us when a southwester sprang up, blowing with increasing force until it had reached the speed and force of a gale that almost swept us from our wheels, so violent were the gusts. It was the most heart-rending work I ever put in, for at times wheel and rider would be held stock still in their traces, absolutely powerless to make any headway, and before you were going well again along would come another swoop, and with a howl threaten to send you backward, despite your best efforts. There are few things that are equal to a good strong wind for making hard riding, and if there's anything much worse I haven't the faintest desire to stack up against it.

"My original intention had been to do the thing up brown—not to take the train at Valley Stream, but to ride the entire 60 miles back and then home, which would have put something not far short of 150 miles to my credit in 14 hours elapsed time and between 10 and 11 hours of actual riding. But before I covered half of the forty miles between Patchogue and the official end of the century against that howling gale, doubts arose in my mind as to whether I would ever get home again at all. To make things worse, darkness began to settle down, but I kept on pushing practically alone on the road, grimly determined to continue the struggle as long as I could hold out. The wind rendered con-

versation absolutely impossible, and keeping company with any one seemed equally difficult, so I covered the greater part of that forty mile return stretch alone. What became of my partner on the way back I don't know, although I subsequently learned that my greater staying powers had won out in the long run and that he had given up the fight on the way back.

"To make a long story short, I finally pulled into Valley Stream and became the proud recipient of a gaudy badge indicating that I was a "survivor" and had covered the century within the prescribed time limit. I tell you the thought of that special train was comforting then, and I had a good twenty minutes or more to watch the thin but constant stream of arrivals who continued to come in on their last ounce of endurance. When the train backed into the siding I was one of the first to get my wheel into the special bicycle car, and was accordingly fortunate in getting a seat, as the accommodation provided was strained to the limit. But when we arrived at Long Island City I could hardly break myself out of it, so stiff in every joint had I become. A good turn favored me again, and I got my wheel without having to put up with the exasperating delay, while a hundred or two others were hauled out. That ride from the East 34th Street ferry to Harlem was one of the most painful in my recollection; stiff and aching all over, I was ready to drop from sheer exhaustion, and couldn't have done better than five miles an hour all the way home, where I arrived at 10 p. m., after having been away 15 hours, of which almost 12 had been spent in the saddle. I have done my century or better many a time since then, but never under quite the same conditions, and don't ever expect to do so again."

#### Abroad They Call It "Audax"

The Frenchmen have copied the Italian idea of the "Audax," and are conferring a special diploma on any cyclist who has for touring purposes covered 200 kilometres (about 126 miles) inside twelve hours. The "Audax," incidentally, appears but an Italian adaptation of the gold bar or souvenir medal so long the vogue in the century run organizations in America. One of the latest candidates to attain "Audax" honors is none other than Lesna, the old France-Swiss long-distance champion, who, it may be remembered, was permanently disabled through a bad fall in the Paris-Madrid motor race. A remarkable fact is that Lesna rode the whole distance pedalling with only one leg, which is a really fine performance.

#### Boston may have Winter Racing.

According to advices from Boston, plans are maturing whereby there will be indoor cycle racing in that city during the winter. Option has been secured on a large well heated building, and there is every probability that a ten lap saucer will be erected this month.



## CLIPPED COAST RECORDS

**Windshields Played a Part in the Clipping—  
Good Going at San Jose Meet.**

Records, that is amateur records of the Associated Cyclists of California for the Pacific coast—went by the boards Sunday afternoon, 29th ult. at San Jose, Cal. As usual Hal McCormack and Carl Showalter of the Garden City Wheelmen figured in the "cracking," which was done on the dirt track at Cyclers' Park. Showalter clipped 10.2-5 seconds off the five miles motorpaced record of 8:24, formerly held by Burton Downing. Showalter's time for five miles was 8:13.3-5. He was paced by Baumgartner on a stock motorbicycle fitted with wind shields. McCormack, also paced by Baumgartner, rode an exhibition third in 31 seconds, which he also claims as a record.

Hal McCormack and Carl Showalter were the particular stars at the race meet run at Cyclers' Park, San Jose, Cal., Saturday afternoon, 28th ult. McCormack, who recently returned from Salt Lake after a strenuous summer's campaign, captured the one mile handicap with ease and Showalter finished with a wet sail in the two mile handicap. Both riders started from scratch.

At the start for the one mile handicap, Diefenbacher, of the Garden City Wheelmen, who was on scratch, dug into his pedals and soon overtook the thirty yard men. Closely following Diefenbacher was Lawrence of the California Cyclers and still further behind were McCormack and Showalter.

As the bell sounded the last lap, all the riders, with the exception of McCormack and Showalter were bunched. With a surprising burst of speed Showalter pulled McCormack past the bunch when it was an easy matter for the latter to push across the tape yards ahead. The time was 2:06. Diefenbacher finished second, Showalter third and Edwards and Parsons followed in this order.

Parsons, Cheboya, Castro, Fowler, Showalter, Berryessa, Burnett and Stone of the Garden City Wheelmen and Lawrence and Daggett, of the California Cyclers qualified for the two mile handicap, Berryessa, Lawrence and Showalter being given the honor mark. At the end of the fifth lap all the riders were bunched. On the last stretch Showalter began to unwind and finished a scant wheel's length in front of Burnett, who had circled the bunch and dropped in for second place. Berryessa, Parsons, Cheboya and Castro were next in order. Time, 4:37.

In the unlimited pursuit race between the California Cyclers and the Garden City Wheelmen, Daggett, Lawrence and Robbin represented the former club and Diefenbacher, Showalter and Berryessa rode for the local organization. The respective teams were started from opposite sides of the track and for several laps neither team gained. At four laps the San Jose riders

began to overhaul the visitors and in the second lap of the fifth mile Diefenbacher went out pulling his two team mates. The trio closed the gap in the fifteenth lap. The time was not taken in this event.

**Deadheat on Home Trainers.**

Al Judge and H. Hintze divided the honors at the home trainer meet promoted by the Navarre Wheelmen and held in their club rooms at 325 West Thirty-ninth street, New York City, Thursday night, 9th inst. Judge won two out of the three events and would undoubtedly have captured the other had not a fall put him out of the running.

In the one mile open Hintze and Judge tied for first honors, riding a dead heat in 1 minute 16 seconds, so they rode an extra quarter. Hintze drew a lead on Judge at the start but was soon overhauled and when starting the final sprint Judge wobbled enough to send him off the rollers.

Judge won the half mile open by the narrow margin of one second from Hintze and Donato came in third three seconds behind Hintze. Time, 0:35. The first named riders also had a hard fight for honors in the regular quarter-mile sprint. By a well timed sprint Judge managed to get his hand on the dial at the mark one and one-half seconds before that of his opponent. Donato again scored third. Time, 0:17. The summaries:

One mile—Hintze and Judge rode dead heat in 1:16; Donato, second, 1:30; Patillas, third, 1:30.2-5. Deciding quarter won by Hintze.

Half-mile—Judge, first, 0:35; Hintze, second, 0:36; Donato, third, 0:39; Meyer, fourth, 0:44.

Quarter mile—Judge, first, 0:17; Hintze, second, 0:18½; Donato, third, 0:20; Meyer, fourth, 0:22.

**Eiflers Again Win Time Honors.**

Riding with six minutes' handicap, J. Benedict won the fifteen-mile road race promoted by the Long Island division of the Century Road Club Association held last Sunday, 5th inst., on Long Island, in 40 minutes 24 seconds. The course was over the Merrick Road, and the race was started and ended in front of West's, at Valley Stream. Peter Wollenschlager, five minutes, crossed the tape second, covering the distance in 43:25. The fight between the scratch men for time honors was interesting, to say the least, and Frank Eifler, as usual, managed to beat his brother by less than half a wheel's length at the tape. His time was 40:24. Fred C. Graf and Gustave Duester were bunched with the Eifler brothers, and Graf only beat the latter by one-fifth of a second. The summary:

Pos.	Rider.	Hdcp. Min.	Time. M.S.
1—	J. Benedict.....	6:00	40:24
2—	P. Wollenschlager.....	5:00	43:25
3—	A. Lewin.....	5:00	43:47
4—	C. Schlosser.....	3:00	42:01
5—	C. Nerent.....	3:00	42:01½
6—	G. Froebig.....	8:00	47:33
7—	F. W. Eifler.....	Scratch	40:24
8—	J. M. Eifler.....	Scratch	40:24½
9—	F. C. Graf.....	Scratch	40:24½
10—	G. Duester.....	Scratch	40:24½
11—	F. Larsen.....	7:00	48:20
12—	F. Kirchner.....	4:00	45:22
13—	R. Fubie.....	7:00	48:36
14—	M. Walters.....	8:00	49:38

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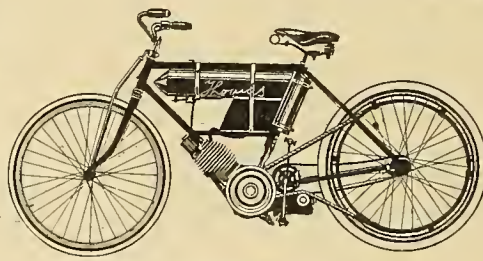
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**STEEL BALLS**

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TO A MOTORCYCLIST  
his face lights up. He knows it has been proved  
the best that money can purchase.

**C. F. SPLITDORF**,  
17-27 Vanderwater Street, New York.

### The Week's Patents.

802,806. Wheel Tire. Henry G. Fisk, New York, N. Y., assignor by mesne assignments to Morton Trust Company, trustee, a corporation of New York. Filed April 24, 1899. Serial No. 714,160.

Claim.—1. A single piece inflatable tire having a tubular fabric substantially concentric with the circular outside surface of the tire, and having an inner tubular portion the section of which shows a laterally contracted tube, the major axis of which is arranged transversely of the tire, a body of flexible, puncture-resisting material between the upper part of the tubular portion and the tread, and a similar body of puncture resisting material oppositely disposed thereto.

803,250. Two-Speed Coaster-Hub for Cycles. Robert W. Smith, Redditch, England. Filed August 22, 1904. Serial No. 221,806.

Claim.—1. In a variable-speed coaster-hub, the combination of the hub a fixed spindle, an independent sleeve surrounding the fixed spindle, epicyclic gear-wheels carried by the sleeve, a sprocket driving-wheel, gear-teeth for the sprocket driving-wheel meshing on the outside with the epicyclic gear-wheels, a central pinion mounted upon the fixed spindle having lateral and rotary movements meshing with the inside of the epicyclic gear-wheels, a collar surrounding the fixed spindle having annular gear-teeth meshing with one end of said central pinion, annular gear-teeth for the sprocket-wheel meshing with the other end of said central pinion, an actuator for positioning said central pinion on the spindle, and means actuated by said sleeve to frictionally engage the hub.

803,510. Pneumatic Tire. William A. Sankey, Sutton, England, assignor to Frank Reddaway, Pendleton, Manchester, England. Filed January 24, 1905. Serial No. 242,545.

Claim.—In a combination a vehicle-wheel having its felly provided with lateral recesses, a channelled rim fitting on said felly and having lugs engaging in said recesses, said channelled rim being formed of a stationary part, and a removable part, bolts passing through the lugs of the removable and stationary parts to hold said parts together, a cover having a lining rendered impervious to air under pressure having beaded edges and a wire embedded in each of said edges, and endless separate rings to encircle the bed of the rim and wedge the edge of the cover against the sides or edges of the rim, a valve for inflating the cover with means for mounting the valve fluid-tight to prevent the escape of air, substantially as described.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York.

## "PERFECT"



## OILER.

For High Grade Bicycles. The best and neatest Oiler in the market. **DOES NOT LEAK.** The "PERFECT" is the only Oiler that regulates the supply of oil to a drop. It is absolutely unequalled. Price 25 cents each. We make cheaper oilers, also.

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# The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LII.

New York, U. S. A., Saturday, November 18, 1905

No. 8

## GETTING HIS EXPENSES

**How a Cute Westerner Played the Game and Lined his Pockets.**

It takes all sorts of men to make up a world. Just now the cycling world, or rather the trade portion of it, is having a scornful laugh and something more at the expense of a grasping and overshrewd Westerner who for years has earned fame or notoriety because of his peculiar cunning.

This man has a responsible position with a bicycle manufacturing concern which once was well known, but which now hides its light under a bushel. Each year at about this time it, of course, has need for parts and materials generally. When the time arrived this fall to make the required purchases, this shrewd individual let all the parts and material houses know that he was ready to place his orders, and added that if they so desired he would call on them. Very naturally they would be glad to see him. According to the story, when these responses reached him, he wired each of the concerns to the same effect:

"Will come, if you pay expenses."

The replies of all were of the same tenor:

"Will pay."

In due course the Westerner reached each of the factories. It was not until several weeks later, when some of the factory men chanced to compare notes, that they discovered that the cute individual had visited each of the factories on the same trip, and of course had his expenses paid by all of them. As the railroad fare, which was thus paid several times over, is no inconsiderable item, some one evidently profited quite handsomely.

For good and sufficient reasons the individual in question has never possessed any great love for the Bicycling World, and has rarely lost an opportunity to do it injury. The paper has been of great interest to him, however, and nothing made his heart bleed so much as when he was obliged to disgorge the subscription price. Before doing so he looked long and lovingly at the \$2, and in order to save it, actually proposed to one of the larger dealers with whom he does business that each week when this dealer had

finished with his copy of the Bicycling World he remain it to the Westerner's factory. The proposal was not too respectfully declined.

### Why There was no Meeting.

W. H. Graham, the chairman, having returned from Europe, the committee which was appointed on the occasion of the jobbers' convention to consider the feasibility of forming an association of manufacturers, was called to meet in New York on Wednesday last, but a misunderstanding as to the date caused a flash in the pan. No meeting occurred and it is not now known when one will occur until President Lloyd, of the jobbers' association, is heard from, as apparently the jobbers are also expected to attend. Further than to remark that proxies were in evidence on Wednesday, Secretary Scheffey, of the jobbers' organization, said nothing of interest had developed at the meeting that miscarried.

### Shipping Oil by the Carload.

On October 31 the G. W. Cole Company, manufacturers of the famous "Three in One" oil, shipped an entire carload in one consignment. This was the biggest single shipment of an order for "Three in One" or any bicycle or household oil that was ever made. The shipment consisted of 66,240 bottles and was consigned to Bryte, Coates & Campbell Co., San Francisco; it was forwarded by water around the South American horn via the American-Hawaiian Steamship Line.

### Goodrich Drops "Single Tube."

The B. F. Goodrich Co., who have for several years conducted their London establishment as Single Tube Tires, Ltd., have discontinued that title, and are again operating under their own name. Arthur E. Lumsden, once Chicago's most prominent cyclist, and one of the speediest men the West ever produced, is manager of the London depot.

### Sherman Sails for Hot Climates.

George W. Sherman, representing the Hendee Manufacturing Company, sails today for a six weeks' trip, which will include Porto Rico and Jamaica. He is taking with him an Indian tricar, concerning which a number of inquiries from those islands have reached the Hendee people.

## NEWNESS IN RACYCLES

**Their Makers Produce Evidence that There is No Stagnation in their Locality.**

Down in Middletown, Ohio, where the Miami Cycle and Manufacturing Company is located, they have not been content with the belief or assurance that bicycle improvement is impossible. With the enthusiasm and undiluted interest that is their characteristic the Miami people applied themselves to the task of not letting well enough alone and as a result of the Racycle of 1906 will fairly bristle with new features. This is the summary of them:

New frame construction, new lines and angles, new pattern wide flanged hubs, new wide fork crowns, new biplane sprockets with longer teeth, new 1-S chains with thicker side links.

In addition new high carbon, seamless steel tubing will be employed and the most will be made of Persons's surpassing saddles—the full spring type that yield comfort, in fact, the right to use Persons's latest creation, the Maximus, is controlled exclusively by the Racycle manufacturers.

On the highest priced Racycle there will be used a new finish which is said to be a revelation—something that is as striking, as it is durable, for those who have seen it say that it has resisted every effort to make it peel or chip off.

Further, the Miami company itself is now manufacturing the lower priced line of Miami bicycles that are marketed as the Racycle's "stepbrothers." Heretofore these bicycles were made under contract, but as they are now being produced in the Racycle factory it is reasonably safe to say that their value has been considerably enhanced.

### Marsh-Metz Set Prices.

For 1906 the American Motor Company, Brockton, Mass., will market three models—the 3 horsepower belt-driven Marsh with 2¼-inch tires, at \$150 (an advance of \$5); the 1¾ horsepower chain-driven Metz, at \$210, and the Marsh-Metz two-cylinder 4 horsepower motor bicycle with 2½-inch G. & J. tires, at \$275. On the latter model the option of chain or belt transmission will be given.



## STRIVING FOR COMPACTNESS

**In the Effort, these Germans Evolve Novel Arrangement of Valves and Carburetter.**

A point which has come to be considered of considerable importance in the design of the gasoline motor, is that of arranging the relative positions of the inlet and exhaust, in such a way that each will receive a measure of effect from the other. The object of this is, in the first place, to assist in the carburation of the charge, and second, to so cool the exhaust valve, that its seat will be more durable than when subject to the intense heat of the burnt gases without any period of distinct relief. On this account, it is customary to arrange the two ports either side by side, or opposite one another. A firm of German makers have recently attempted to accomplish the result in a distinctly novel manner, securing at the same time a motor which is especially adapted to the needs of the motorecyle.

Its principle is in a word, that of enclosing the inlet in the exhaust, thereby accomplishing the double effect which is desired. Also the method of the arrangement makes it possible to include the carburetter within the confines of the motor so that instead of being a separate auxiliary, it is an integral part of the machine. As shown in cross-section, in Fig. 1, it will be seen that the exhaust valve, instead of comprising a body portion attached to a stem of small diameter, is arranged in the form of an annular ring surrounding a hollow tube. This is actuated and timed in the usual manner, by a cam driven by the two-to-one shaft. It is held down upon its seat by means of the two springs, D fixed at the side of the tubular stem C.

The seat of the inlet valve is carried in the valve A, and the valve itself, which is of the suction, or automatic type, is held to its normal position by the spring F, which surrounds its stem. The carburetter, which is of the spray type, and fed without float-chamber regulation, is located within the hollow of the exhaust valve and at its lower end. The feed is through the spray nozzle G which is fed from the pipe I. The regulation of the jet is accomplished by means of a needle valve, which is actuated by the inlet valve itself in synchronism with the cycle of the motor, so that the fuel flows only during the period of the inlet. The air intake is through the holes H.

Fig. 2, shows an external view of the motor partially taken down, and illustrates the method of supplying the fuel, and as well, the way in which the peculiarity of the design has been taken advantage of by the builder to increase the amount of external radiating surface.

It will be seen that in this way, a very compact machine has been secured which should be extremely effective by reason of the provision for heating the inlet and cooling the exhaust, both of which factors, con-

tribute in a measure to the efficiency of the machine. While the arrangement is not as simple as that in more ordinary use, still, it

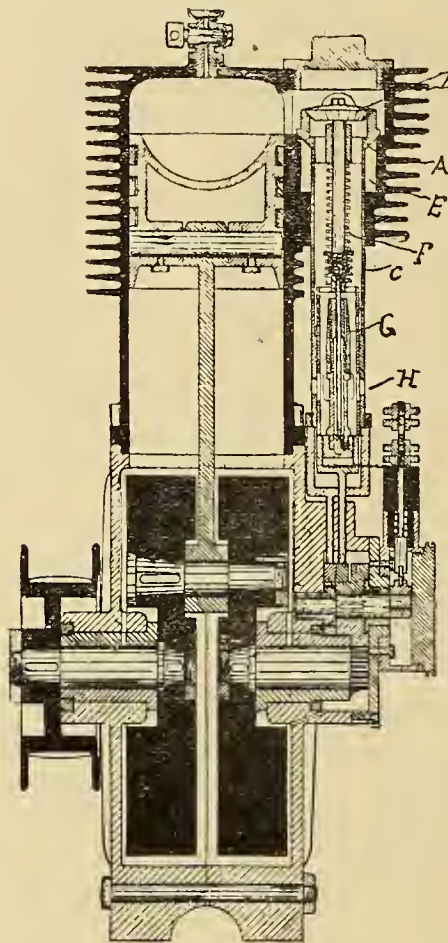


Fig. 1.

will be noticed that the complexity is confined to the single piece of mechanism which is enclosed in the exhaust valve, and on

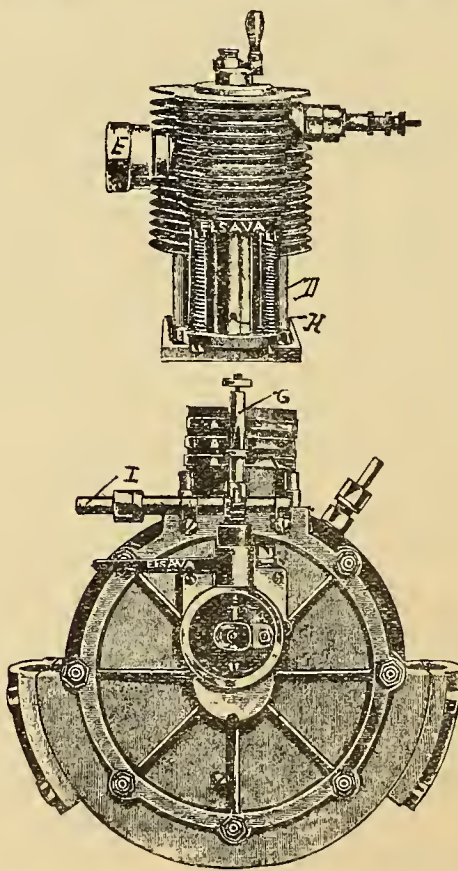


Fig. 2.

this account the motor as a whole may be considered as simpler than the ordinary.

"Motorecyles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York.

## HUMBER EARNS A PROFIT

**England's Veteran Makers Have a Good Year, But Not so Good as Triumph.**

The publication of its balance sheet for the last year shows that, in common with the other makers in England, the "good old" house of Humber, Ltd., held its own fairly well, its profits being the best recorded for three years. The figures, however, are not as encouraging as those of some of the younger and more venturesome firms, which have reaped larger rewards by far.

The total net profit on the year's business amounted to \$32,690, which the \$37,500 worth of dividends on the preferred stock holdings, distributed on the usual 3 per cent basis, converts into a deficit of \$4,810. However, the amount of \$16,670, brought forward from last year's books, is amply sufficient to shift the balance and leave over the modest sum of \$11,860 as a margin of safety for the coming season. It is to be noted in this connection that this sum is \$4,800 and more behind the reserve of a year ago, and \$36,185 behind that of two years ago, though at that time the outlook was so dubious that no dividend at all was declared.

Quite in contrast to this the affairs of the Triumph Cycle Co., Ltd., of Coventry, are in better condition than they have been at any time during the existence of the company, with the single exception of the year 1896-'97, the first after its flotation. The sums incurred for depreciation and repairs, patents and patterns, which have been a constantly decreasing burden since, have now been wiped off the sheet, and the standing of the company in a general way bettered accordingly.

The net profit for the year past was \$58,695, from which the dividends of 5 per cent on the preferred stock and 2½ on the common stock, amounting in all to \$21,875, were taken, leaving a balance of \$36,820 on the clear. To this the balance from last year's account was added, making a total of \$43,485. Of this amount \$12,500 was credited to the reserve, and \$25,000 was written off as goodwill, leaving a remainder of \$5,985 to go over to next year's books. The financial standing of the firm is best shown by the final balance of assets and liabilities, which shows a surplus of \$101,325 in favor of the former.

### The Retail Record.

Springfield, Mo.—Harry Teed and Frank Murphy, started in business.

Topeka, Kan.—L. B. Wyman, sold out to Charles Matthews and Paul Mulvane.

Swanton, Vt.—Charles Bouchard, removed from Ricard Building to Allan Building.

Olin W. Taft, Little Falls, N. Y., has filed a petition in bankruptcy, giving his liabilities as \$2,884.70 and assets of \$1,688.20. The Utica Cycle Co. figures as a creditor to the extent of \$66.67.



## BICYCLES ARE BARRED

### Rural Mail Carriers Limited to Horses, Mules and Balloons—Washington's Order.

Henceforth it is either horses or balloons for the rural delivery carriers. The progressive Fourth Assistant Postmaster General—De Graw is his name—has so ruled. His order forbids them to use such up to date means as bicycles, motorcycles and automobiles, but will permit the bar to be lowered on those frequently numerous occasions when the horse requires rest.

News of the radical and astounding order had preceded it, the *Bicycling World* having some three weeks since received an intimation that it was pending from a rural carrier the far South. It seemed so impossible of belief that on the 6th inst. the Postoffice Department was written to asking whether it was really possible that the use of such conveyances as bicycles and motorcycles, designed to hasten the delivery of the mail, was to be prohibited, as was reported to be the case. With characteristic speed, it took the Fourth Assistant Postmaster General exactly ten days to make reply. This is what he says:

"You are informed that rural carriers are not permitted to use bicycles or motorcycles regularly on the service of their routes, but may use such conveyances occasionally, for the purpose of resting their horses, at times when the condition of roads will permit.

"This action was taken in view of the experience had by the department in permitting carriers to use bicycles, it having been found that the regular use of such conveyances by rural carriers was impracticable owing to changes of weather, muddy roads, streams to be forded and the proper care and protection of the mail from loss or damage.

"Carriers are required to observe fixed schedules in arriving at certain points on their routes daily, and if they were permitted to use bicycles or motorcycles alternately with their regular vehicles patrons of rural free delivery would be unable to keep track of the arrival of carriers at their boxes, and would, therefore, be unable to transact with them money order business or registry business."

While this sounds very smooth, most thinking men will naturally wonder why it took the United States postal authorities so many years to discover the "impracticability" of the bicycle, which has proved so practical in Great Britain, for instance, that a thousand or more have been long regularly employed. A ray of light is shed on this point by the same Assistant Postmaster General in reply to an inquiry from an automobile publication. This reply makes fairly plain that the bicycle is merely being made the "yellow dog" for unreliable automobiles which some of the carriers have been using. This is how Fourth Assistant De Graw explains his order for the benefit of automobile people:

"Rural carriers are required to provide

themselves with suitable horses and conveyances for use in serving their routes, and the department does not permit the use of the vehicles named.

"Carriers in different parts of the country have been permitted to experiment with automobiles in serving their routes for the purpose of testing their utility in the rural free delivery service, but these experiments have demonstrated that, owing to the varying condition of roads, unbridged streams and defective mechanism in the construction of automobiles they cannot be relied upon, and for these reasons, which also apply to motor bicycles, the department has declined to permit carriers to regularly use automobiles and motor bicycles while serving their routes.

"Furthermore, regarding the use of motor bicycles and pedal driven bicycles, it is quite difficult for a rural carrier using these vehicles to carry with him all the necessary equipment and postal supplies required of him and properly protect the mail from the elements.

"The department, however, sanctions the use of automobiles, motor bicycles and pedal driven bicycles at such times as it is necessary for the carriers to rest their horses."

### For Keeping Hands Clean.

Common, everyday vaseline is the best protection against grease and dirt, according to a motorcyclist who says he has tried it. A little rubbed into the hands each morning and noon is a hundredfold better than any dirt remover made, and a 10-cent bottle will last two months. The vaseline works into the pores of the skin, forming a coating which is impregnable to any dirt. This is washed off at night, using soft water and a good soap lather. After a thick lather is obtained dip the hands in cornmeal and proceed using soap alone, rubbing the meal into the crevices of the hands and fingers. For the callous places on the forefinger a cake of scouring soap is used, rubbing on lightly, if necessary. Instead of "rasping" the dirt off, as would be supposed, this process readily dissolves it.

Another advances the following treatment as the best method to remove rubber solution gotten by mending tire punctures or grease from the hands: Pour a small teaspoonful of paraffine into the palm of the hand and work it well into the skin as if washing with ordinary soap. Then wash the hands again and again, without drying them, under a slow running faucet with yellow soap until the latter makes a lather. Then wash in the ordinary way and use a nail brush. This, he claims, will remove all trace of solution or grease.

### Locating Leaks in Motors.

Leakages in compression are best located by mixing up a heavy lather with soap and water and applying it around all doubtful points with a fine brush. Any faulty joints will then be shown at once by the fine bubbles which are formed at the point of leakage. Failing the soap and water, a less delicate test may be made in a similar manner with heavy oil.

## SIX-DAY TEAMS SELECTED

### Twelve Pairs Already Arranged—The New Men who are Coming from Abroad.

Twelve teams, totalling twenty-four riders, are now assured for New York's annual six-day race, which, as usual, will take place in Madison Square Garden the week of December 3 to 9, inclusive. The *Bicycling World* can state these teams as authentic, as they have already signed to enter the contest.

Several important changes from last year's race have been made, constituting a different make-up in the teams. England's own pace follower, "Tommy" Hall, will ride with Matt Downey, the Boston lad who won the national amateur championship this year. Vanderstuyft and Stol, the runners up in last year's carnival, will again form the Belgium-Holland combination, while Jean Gougoltz, the veteran French six-day plugger, will again be seen, but with a different team mate. Vanoni, the American born Italian, has put his name opposite Gougoltz's. Antoine Dusot, who rode with Mazan last year on the Argentine Republic team, will ride with Doerflinger, of Germany. In 1902 Doerflinger entered the six-day race with Heller to partner, but gave up the struggle after thirty-six hours' riding.

A new pair will be Louis Trousselier and Decaux, both bona fide Frenchmen. The former is well known as a long distance road rider, and has taken most of the classic French races this year, but Decaux's pedigree is apparently unknown. Emil Agraz has picked Fred Castro to ride under the Mexican flag. Castro is the amateur from out Salt Lake way who rode with fair success this season. It is thought he has a drop of Spanish blood in his veins.

The team that will bear watching is the "Little Old New York," composed of E. F. Root and Joe Fogler. Root won last year's race, and as Fogler made a reputation on the track this year the combination seems a strong one. This assertion is made in view of the fact that Fogler and Root have reeled off some thousand miles on the road since the season closed. The Bedell brothers have also been training assiduously, and the cyclometer on John's wheel registers nearly 800 miles. They will team this year. Floyd Krebs, the Newark Flying Dutchman, who has one six-day race to his credit, will hook up with his team mate of two years ago, Peterson, of Chicago. Hugh MacLean, Chelsea's champion pace follower, has signed to ride with James F. Moran, whom he has been beating with persistent regularity all the year. C. L. Hollister, of Springfield, Mass., will ride with Norman C. Hopper, the Minneapolis crack, whose most notable victory was in winning the first Australian Sydney Thousand, and James B. Bowler and Hardy Downing have paired. The Irish Patsys—Logan and Keegan—will probably be in the contest again, although they have not signed yet. J. Frank Galvin, who hopes some day to be a promoter, has been training with Ben Munroe for a month, and this team is also a possibility.



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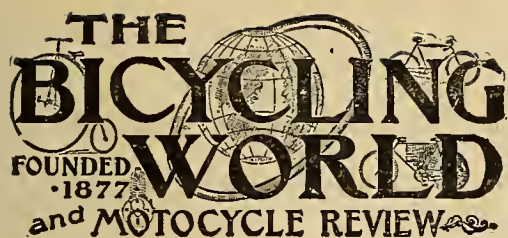
Every User of a Fisk Tire is an Enthusiast.

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THE FISK RUBBER CO., Chicopee Falls, Mass.





Published Every Saturday by

**THE BICYCLING WORLD COMPANY**

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To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, NOVEMBER 18, 1905.

### The Matter of Position.

To remain forever the subject of discussion unending appears to be the fate of the question as to just what constitutes the correct riding position. The doctor, the maker of the bicycle and a few others properly think themselves competent to render an opinion on the subject, besides which there is the engineering theorist, who, with the convincing weight of abstruse mathematics to back up his view, tries to crush the lesser lights by demonstrating exactly where the centre of effort lies and exactly where the same abstract and intangible affair should be on the wheel as well as on the rider when he is on the wheel.

It is a matter that has received the attention of almost every one but the rider himself, and there are so many things that enter into a consideration of the problem if taken from a mathematical point of view that the majority never give this phase of it a thought. Wheel base, wheel centers, crank length, saddle height, handle bar and handle bar extensions constitute but a few of them, on all of which and many more the bicycle maker is supposed to have used his gray matter in designing it. With a few adjustments, for which due allowance has been made in order to suit individual requirements, nothing further is necessary until a month's riding has

demonstrated exactly the proper adjustment of handle bar and saddle that means the greatest amount of comfort to the owner. It is not necessary to bring to one's aid the services of a plumb line and level to ascertain this, nor will mathematical calculations help the tyro in exactly determining the centre of effort or, what bothers many, the dead centre. But once adjusted to taste, so to speak, the bicycle is then much akin to a tailor-made suit of clothes.

Then there is, of course, another side to the question, which hinges on the object of the owner in making adjustments. If this be speed regardless of comfort, the result is naturally apt to differ greatly from what the seeker after ease at any cost is likely to produce in the way of saddle and handle bar positions. There is, further, a happy medium in the shape of the speedy yet comfortable riding position. There are theories galore bearing upon this point involving such abstruse factors as the relative distribution of weight—whether it should be as far forward as possible or the reverse. The consensus of racing opinion would seem to favor the former. But this and the many differing opinions have all been thrashed out long since, and the average rider finds that personal experience and the needs of his own particular anatomy are all that are required as guides. Whether he obtains the highest percentage of efficiency out of every ounce of effort used in propelling the pedals does not seem to trouble him greatly.

### Crabs in the Postoffice.

If those mills of the gods which grind slowly and exceedingly small are still operating they must appear like high speed engines when compared with the federal mill. The latter, as represented by the Postoffice Department, has suddenly "discovered" after long years of usage that bicycles, and, of course, motorcycles, are unsuited for the rural delivery branch of the service, and has in substance ordered them suppressed.

The reasons given, as detailed in another column, do no credit to their author. They will not withstand the application of the fundamental principles of logic, and as automobiles are also included in the ban, there is ground for belief that bicycles, if not motorcycles, are being made a scapegoat for cheap and unreliable automobiles that have been used by some of the rural carriers. "Defective mechanism in the construction of automobiles makes them not to be relied on," is the excuse given for the prohibition of those vehicles, and it is conceivable that as most of

the rural carriers are men of limited means not a few of them have been employing automobiles and motor bicycles of doubtful capacity. But, so far as bicycles are concerned, there is scarcely one valid objection that can be brought against their use where even half decent roads exist. Granted that in the backwoods there are streams to be forded and that on occasion mud renders progress slow and difficult, what earthly sense is there in an order that forbids the use of bicycles where hard, smooth, well bridged roads are the rule? It is making the citizens of such sections suffer for the faults of less progressive States or communities. The assertion that mail matter carried on a bicycle cannot be properly protected from the elements is the veriest rot, and it is holding the world's intelligence cheaply to advance such a vapid excuse.

Since each and all of the twentieth century modes of locomotion are sweepingly tabooed, the prohibitive order must be considered a brief for the horse trade, since it says in effect that only horses are to be relied on, although very graciously or ungraciously admitting that occasionally they may need rest. It would make it appear that mail matter carried by horses or railways is never subjected to delays, yet we venture to say that where the roads are hard statistics of given routes would prove more frequent tardiness by train than by any good bicycle or motor bicycle that ever covered a mail route. If of their riders on rural routes those who proved incapable of maintaining a schedule were ordered to find other means of travel, there could be no complaint, but to sweep out also all of the efficient carriers who by cycling means have quickened and therefore improved the mail service is as unreasoning as it is intolerable.

Having given the bicycle such a "black eye," the Postoffice Department should now forbid the use of that postage stamp which bears the presentment of a cycle-mounted carrier, which is commonly supposed to be emblematic of service that is as swift as it is sure. If the prohibitive order is true, then that stamp stands as a miserable lie.

Meanwhile there is no sound reason why any carrier who desires to use a bicycle or motorcycle should not do so. The gracious inconsistency accorded them of using such conveyances when horses require rest is ample warrant. There are some horses that it is well to rest at all times. But the fact does not render the prohibitive order the less astounding. It makes for that sort of progress characteristic of the crab.



## CRYSTALLIZATION OF METAL

**How it is Caused and Why Cycle Frames Are Not Much Affected by it.**

Discussing a suggestion that the motor bicycle causes undue crystallization of the metal and that therefore its frame should be renewed each season, P. Warren Noble, a British mechanical engineer, disposes of the idea as "completely erroneous and not justified on any grounds." He says:

"In the first place, steel, particularly when of the lower carbon grades, is prone to crystallize under vibration, and thus, losing its fibrous structure, to become brittle and fracture easily. From observation it is known that this crystalline state occurs at the point of greatest vibration or lesion, and that it generally starts either from the centre of steel or from a point above the centre in a direction opposite to the sense or aching line of the vibratory action.

"Thus the most common locality to meet the crystalline structure is in some such place as an overhung journal or the shoulder of a shaft having a collar, where the collar is used to take an unevenly distributed thrust load and there is a bending movement on the shaft at or near the juncture with the collar. In general, it may be taken that steel only crystallizes where there is a transverse loading, or, in other words, where there is a distinct tendency to tear the fibres apart. In this case there is a fluctuating stress primarily trying to stretch and forcibly part the metal at the collecting point of the load, which stress is either suddenly relieved or materially reduced, only to as rapidly attain a magnitude as great as before in its turn relieved and reapplied.

"These alternations of strain may occur many hundred times a second, becoming very complex in action, since vibration in an elastic substance does not die down immediately, but sets up a wave which becomes less and less potent until exhausted.

"Each fluctuation, however, may be supposed to set up a wave, and consequently there is a very complex state of molecular disturbance in progress, which eventually ends either in distinct crystallization or what is known as fatigue.

"On the other hand, with steel in direct tension or compression, crystallization or fatigue is unknown. Consequently, in determining the chances of crystallization in any composite structure it only becomes necessary to analyze out the directions and series of the forces acting upon it. When in tension or compression there is no danger of such an occurrence, when under transverse load or bending movements there enters the possibility.

"These remarks, however, apply only to shafts and the like, not to tubes, and a cycle frame being composed of tubes does not come within the same sphere. From what I

know of weldless steel tubing, and the method of manufacture employed, the structure of the tube walls is so very distinctly fibrous that crystallization, in my opinion, would be a very remote possibility.

"If, however, it did occur, I would opine that the criterion of force application and direction would determine the locality of possible fracture in exactly the same way that it does in the case of a structure built of solid members.

"To return to the point originally raised, viz., that a motorcycle frame is only good for a season, all I can say about it is that I think such an idea completely erroneous, and not justifiable on any grounds."

### Motorcyclists Obtain Road Race Permit.

The Brooklyn Motorcycle Club has obtained the necessary permission to use Ocean Parkway, in Brooklyn, N. Y., from 8 to 9:30 o'clock Thanksgiving morning, and accordingly will hold the projected handicap road race on that date, 30th inst., sanction also having been issued by the F. A. M. The distance, however, will be twenty-five instead of twenty miles, which will necessitate five right-about turns. A gold medal will be the principal prize. The race will be started promptly at 8:30 a. m. in order to make way for the big twenty-five-mile Cycle Path Handicap conducted by the Century Road Club of America, which is scheduled to start on the adjoining cycle path at 9:30 o'clock. If time permits it is barely possible that previous to 8:30 the motorcycle club will hold also a series of one-mile straightaway trials on the course. F. A. Baker, No. 1,080 Bedford avenue, Brooklyn, is chairman of the promoting committee.

### Making Home Trainer Racing Realistic

An improved form of home trainer contest is going the rounds in England at the present time in which a novel form of machine is used. The riders, mounted on rollers in the usual manner, instead of pushing the hands of a clock indicator, are made to propel miniature bicycles on a diminutive track, thus presenting to the spectators the semblance of a tiny race, complete in every detail and fairly realistic.

### Good Roads Amendment Carried.

Although nearly two weeks have elapsed since the election occurred, the result of the New York State vote on the \$50,000,000-for-good-roads amendment has not been promulgated. Officials of the Automobile Club of America have, however, received trustworthy information from official sources that there is no doubt that the amendment was carried overwhelmingly.

### Carroll Case is Continued.

The case of David L. Carroll, who, appealing from a \$2 fine and backed by the F. A. M., is fighting the local bylaw that forbids the use of motorcycles on the streets of Reidsville, N. C., has been postponed to the January term of the Superior Court. Even the Reidsville papers express the belief that the law "probably will not stand."

## OILS FOR GAS ENGINES

**"Fire Tests" and "Carbon Tests" Explained—Thick Oils vs. Thin Oils.**

"The proper lubrication of a gas engine is a difficult problem to solve, owing to the fact that the heat generated in the cylinder is so great, that upon coming in contact with it any oil is almost instantly consumed," said E. Tomlinson, manager of the Havemeyer Oil Company, a few days since when the subject was under discussion.

"The first thing, therefore, that an oil should have is an ability to stand as much heat as possible before burning up. The measure of this quality is known as its 'fire test'—for example: If an oil is said to have a fire test of 500, it means that up to temperature of 500 Fahrenheit the oil remains chemically unchanged, but that beyond and above that point it burns up. So, to begin with, a high fire test is necessary in order that the oil may remain in the cylinder as long as possible to perform its work of lubrication.

"But this quality alone is not all that goes into the making of a good gas engine oil, for in burning up, as the oil eventually does, whether its fire test be high or low, it deposits all about on the inside of the cylinder small particles of flakes of carbon. This produces the greatest trouble that an automobilist has to contend with, for the spark plugs or igniter points quickly become incrustated with this deposit to such an extent that the electrical contact is interfered with and the spark which gives the explosion is no longer made.

"Different kinds of oil contain greater or less percentages of carbon, so that some oils will deposit upon being burned less carbon than others, and the whole proposition is finally narrowed down to a point where it is simply a question of the selection of an oil which shall contain within itself two properties, (1) a high fire test, in order that the maximum amount of lubrication may be given, and (2) a low carbon test, in order that when consumed a minimum deposit of carbon may be left.

"An oil which can combine to the greatest extent the extremes of these two characteristics will be the best oil to use.

"The viscosity is also a factor. The viscosity of an oil is the measure of its 'body' or fluidity. It is ascertained by filling a small vessel with a certain quantity and allowing the oil to run out of a small hole at the bottom, the number of seconds required for this operation to take place is the viscosity which the oil is said to have.

"A very common mistake is to select an oil because it appears to be thick and heavy. The thickness or viscosity that an oil has when seen at a normal temperature is very different from the body it will have when subjected to the intense heat that it comes in contact within the cylinder. Ordinarily speaking, the thinner an oil is, provided it has the proper fire test, the better it will be for use on an automobile, for it will reach and lubricate more readily the crank bearings and crank pin bearings than the heavier oil."



## HE WANTED A MOTORCYCLE

**And When He Met the Storage Man He Saw and Heard Wondrous Things.**

Truly this is the day of miracles! Put a broken down motor bicycle in a vacant two by twice room, leave it there a little while and take it out mended and good as new! Sounds like a fairy tale, but nevertheless that is what one bicycle rider was told when he visited a New York so-called storage company one day this week, in quest of a second-hand motor bicycle.

Most all cyclists like fresh air, and this particular one was no exception. He realized that soon the headwinds will be too strenuous for comfortable riding, and, as several of his friends owned motorcycles, the cyclist thought he could still derive the benefit of a life in the open by riding one himself.

Accordingly, after scanning the exchange columns of the daily newspapers, he ran across an advertisement that sounded alluring. This firm would sell motorcycles, all makes, at one-third, to make room for their new spring stock. Here was a chance to get one cheap. So on Friday he visited the store.

The cyclist was buttonholed by a suave clerk as soon as he crossed the threshold.

"Do you sell motorcycles?" he inquired of the clerk.

"Yes," replied the clerk; then, elevating his voice, "Oh, Mr. A—, here is a gentleman for a motorcycle."

"Mr. A—" was comfortably, if not gracefully, reclining in a heavy desk chair just inside the door, and it was with some difficulty that he managed to balance his two hundred pounds of avoirdupois on his pedal extremities. But he finally got up.

"Do you want to take it with you to-day?" he asked the prospective buyer.

"Well, that question is hard to answer," replied the cyclist. "I would like to see what you have got, though."

"Mr. A—" led the way back through countless rows of old crocks that should have long since been relegated to the dump heap. They were ordinary push cycles of patterns produced at the time of the boom and looked as if a cyclone had struck them. At the rear end of the store the heavyweight guide stopped and with a lordly wave of his hand said:

"Here they are, sir."

A row of motor bicycles stood on stands. An assistant with a decided Teutonic expression and voice was dusting them off with a piece of cotton waste. In order they were: Rambler, Marsh, Tourist and two others whose pedigrees were questionable. The only decent looking one in the bunch was the first named.

"Now here is the best thing on the market," said "Mr. A—," placing one paw fondly on the saddle pommel.

Then he called Jakey, the Teuton, closer to help his little "spiel" and insert any nec-

essary corrections. The cyclist told the ponderous one that he was a racing man, but had laid aside his wheels for the winter and thought he would get a motorcycle. Several of his friends rode them and he had tried a machine belonging to one and had been favorably impressed.

"Your advertisement said you had Indians and Columbias," concluded the cyclist.

"So we did, but we sell out everything as fast as we get them. Why, all these machines came in this morning."

The cyclist thought it a remarkable coincidence that all should have flat tires and that all should be covered with dust, particularly in view of the fact that the roads had been rather muddy during the past two two or three days, but he did not voice his opinions.

"This is a fine machine, fine machine—beat the Indian all to pieces the other day. It has won all the prizes in races this year. You know that—you're a racing man. You know this man; he won all the prizes this year."

The cyclist had to confess that he did not know Jakey—the person referred to—and inquired his last name.

"Why, everybody knows him; his name is —er—is—er—," looking at Jakey in mute appeal for help. Jakey did not disclose his identity.

"How fast can the machine go?" naturally inquired the cyclist.

"Oh, you can jog along easily at forty or forty-five miles an hour, but of course if you want to go a little faster it is no trouble to push it to sixty or seventy. Fine machine! fine machine!"

Jakey interposed:

"Same thing as the Indian—same thing, exactly, except the grip control. I can put that on you for \$16. Here is the tool bag," pointing to the battery case.

"The beauty of the machine is that you can always get back when you start anywhere," said "Mr. A—." "If you happen to run out of gasoline you can use kerosene alright."

"It cost \$225, and has only been used once or twice, but I can let you have it for \$165." He finally dropped to \$125.

"Do you give a written guarantee?" asked the prospective buyer.

"Certainly, guarantee you just as it stands there."

The cyclist had bought bicycles before and he was not to be caught.

"I mean will you guarantee it to run on the road and will you give a demonstration?"

Jakey said yes, but the older man spake in this wise:

"I'll let Jakey take it out on one of these side streets, and you can stand on the corner and see how it runs. If that isn't enough guarantee—why, I'll let you buy it now, ride it all winter and then I'll buy it back from you for \$100."

"Will you put that in writing?" inquired the cyclist.

"Why, man alive, you can just ship it to us wherever you are and I will send you my

check. I'm one of the proprietors. You don't think I would let my reputation suffer for a little motorcycle, do you? We sell thousands and thousands of automobiles and have built up a great reputation. We are known everywhere. This ain't no 'con' game. You don't suppose, being the proprietor, I'd try to stick you, do you?"

The buyer turned his attention to the Marsh. He was told that it cost \$200, but he—the cyclist—could have it for \$110. The Tourist was a more expensive one, and would cost \$200.

"What kind is this?" asked the buyer, pointing to the next.

"That is a powerful French racer—a de Dion."

The inquirer could not find the name cast on the motor. As for the rest of it, well, it was a crude attempt to convert a heavy bicycle into a motorcycle. It was minus batteries and the carburetter was disconnected and sadly rusted. But the storage man wanted \$175 for it. The next and last machine not even the proprietor himself could classify. It looked as much like a motorcycle as he did.

The Buyer returned to the Rambler which Jakey had got to working. He was told that the Rambler was made by the Rambler people, and not the Pope people, who made the Columbia; that its tank was made of gun metal, and not pasteboard, like another well known make. That there was no spark to turn on—it always has a spark. When the cyclist who did not know much about motorcycles asked what the little button on the left handlebar was neither of them knew.

Previously "Mr. A—" had said, pointing to a little room to the right: "If everything is not all right we just put them in there and they come out all right." When they were not looking the cyclist peeped through the window into this wonderful room where the machines undergo the transformation. It looked just like any other room, except that it was entirely bare.

"I have two high grade racing wheels," said the cyclist—"brand new this year; one of them has never been used. How much will you allow me in exchange?"

"What kind are they?" inquired the proprietor.

"Reading Standards."

Jakey suddenly had a fit of laughing. He could not seem to stop, and the proprietor, thinking it must be worth laughing at if Jakey, "who won all the races this year," was provoked to mirth, joined in. It was some minutes before he with the Teutonic accent managed to gasp:

"Ha! ha! ha! ho! he!"—why they quit making them ten years ago!"

"What? Reading Standards?" ejaculated the cyclist, knocked all in a heap.

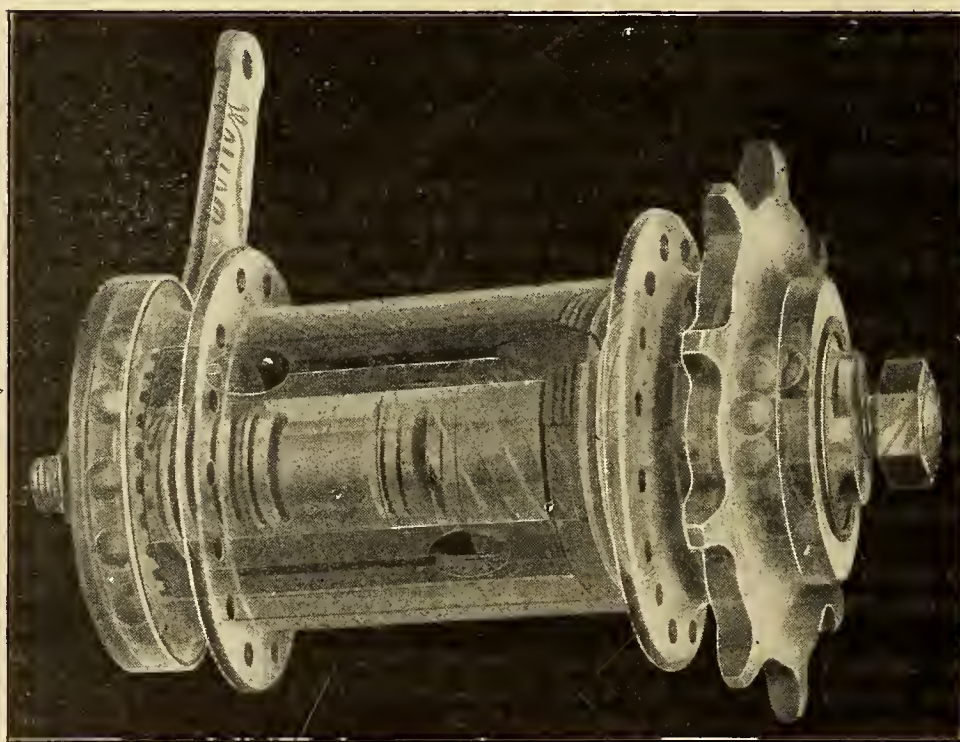
"Yes," said Jakey, still laughing. "They don't make them no more."

"That's right," echoed the proprietor.

By this time the cyclist did not know whether he was in a store or a lunatic asylum, so to be on the safe side he beat a hasty retreat for the street.



IF THE  
"Coaster Brake Model"  
is fitted with a  
**MORROW**



its sale is sure, and as safe as it is sure. The Morrow  
is as well-proven as any other part that goes  
into the make-up of bicycles.

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ECLIPSE MACHINE CO., - Elmira, N. Y.



## CUTTING FINE THE PACE

**Bartsch Proves Best Judge of Speed in 90 Miles Test—How It Was Decided.**

Postponement did not help the New York Motorcycle Club's regularity and speed judgment contest, which was run on Sunday last, 12th inst. A number of those who were present on the date originally set, when muddy roads necessitated postponement, failed to put in an appearance, and in consequence but ten competitors started. The smallness of the field, however, in nowise detracts from the interest of the event, for as a matter of fact this form of contest really holds the keenest possible interest for all save those who are prone to finger the throttle and thereby crowd the pace. It sets a fine premium on regular running and on knowledge and sustained judgment of speed, in this instance fifteen miles an hour. The rules are very simple. Except at the dinner stop and the finishing point, the times of the contestants are taken at irregular points on the open road, unknown to and unseen by the riders, and the scores figured on this basis. On Sunday the clocking was done at, respectively, the twenty-fourth, twenty-ninth, forty-fifth, fifty-fifth, seventy-third and ninetieth miles.

The route was from New York City to Bedford, N. Y., and the chief prize was awarded to the rider who most closely adhered to the fifteen-mile pace, but a combination motorcycle tool was also given all who averaged better than 75 per cent, five minutes leeway, both fast and slow, being allowed, and one point being deducted for each minute the rider was outside the leeway. The men started at any time they pleased between 8:30 and 9 a. m. As was to have been expected, most of them rode a trifle too fast, although, as the appended table shows, the judgment of pace displayed was better than is usually the case. After miscarrying early in the run, M. E. Toepel, the one-armed rider, performed almost like a clock, being but three minutes out of the way in a distance of sixty-one miles. R. H. Bartsch and J. F. McLaughlin were the steadiest performers throughout, however, the former finally winning by a single minute or point. The score follows:

	1st ch'k.	2nd ch'k.	3d ch'k.	4th ch'k.	5th ch'k.	6th ch'k.	Total Varia- tion.	Pct.
1. R. H. Bartsch, Indian .....	o.t.	—4	x 3	x 3	o.t.	x 1	11	.100
2. J. F. McLaughlin, Orient.....	o.t.	—4	x 3	x 3	x 1	x 1	12	.100
3. A. Kreuder, Marsh .....	x 4	—3	x 5	x 4	x 3	o.t.	19	.100
4. G. P. Jenkins, Marsh .....	x 4	—3	x 7	x 7	x 2	x 2	25	.96
5. R. H. Nickerson, Metz .....	x 2	—3	x 4	x 2	—13	—4	28	.92
6. F. W. Horenburger, Marsh .....	x 3	—13	—1	—3	o.t.	o.t.	22	.92
7. M. E. Toepel, Indian .....	x14	—11	o.t.	x 3	o.t.	o.t.	27	.86
8. M. C. Thompson, Marsh .....	x 4	—11	x 4	x 7	x15	—2	43	.82

o.t. On time; x minutes too fast; — minutes too slow.  
Also ran: H. Jehle (Special) and F. Manning (Marsh).

There is nothing small about that model organization, the Touring Club de France. Its balance sheet for the year 1904-'05 shows receipts of \$208,286.80 and expenses of \$187,561.40, leaving a balance of \$10,725.40.

**"Strikers" and Soldiers Make Peace.**

Last winter indoor flat floor riding in Buffalo, N. Y., was given a severe setback by petty disputes between the officials of one regiment and the Buffalo Racing Cyclists' Union, which resulted finally in a general strike of the latter organization's riders. Attempts to run a bicycle race and secure any well known riders were wellnigh fruitless, and Buffalo's most popular sport came near receiving its death blow. This week the "union" and the regiments mutually agreed to bury the hatchet, forget all past differences and this winter pull together and make cycle racing the leading issue of indoor sport in that city.

**Nominations for L. A. W. Assembly.**

The following nominations for the office of representative to the National Assembly, L. A. W., have been made: Massachusetts—Quincy Kilby, Boston; W. B. Everett, Dorchester; Alonzo D. Peck, Boston; Arthur P. Benson, Dedham, and Charles W. Pierce, Brighton. New York—L. P. Cowell, New York City; Edward F. Hill, Peekskill; J. C. Howard, New York City; Henry G. Wynn, New York City, and H. W. Bullard, Poughkeepsie, N. Y. District 11 (Rhode Island, Connecticut, foreign)—Nelson H. Gibbs, Providence, and C. W. Hulse, New Haven.

**Samuelson Salls Leaving Odor Behind.**

William E. Samuelson, of Salt Lake City, Utah, who styles himself the "unpaced king," is about to be dethroned, if all reports are true. Some time ago Samuelson packed up bag and baggage and took passage for Australia. Since his departure report has become current that the Mormon rider is to be suspended for life for engineering some kind of a crooked deal out West, the nature of which the National Cycling Association officials refuse to disclose.

**Butler Beats Walthour in Paris.**

Apparently surprises will never cease. On Sunday, 5th inst., at the Paris winter track Nat Butler defeated Robert Walthour in an hour paced race. Darragon, the former record holder, finished third. The distance traversed was 77 kilometres 971 metres, about 48 miles 220 yards. Walthour recently trounced Simar and Contenet in a race of the same character.

## NELSON HOLDS HIS PLACE

**Hearing of Protest Does Not Alter Result of Race—How He Was "Paced."**

They have finally straightened out the protests that were lodged with the referee after the Philadelphia-Atlantic City record run held on October 29, and found that E. Nelson, who finished first in 3 hours 15 minutes, but was promptly protested, the contention being that he accepted outside pace, won after all. After a rigid investigation the committee reports that Nelson only rode alongside a tandem to inquire the way over roads upon which he had never ridden before.

The race was replete with surprises. Ed. Broomfield, of Atlantic City, who had a handicap of 15 minutes, but decided at the last minute to ride from scratch, won first time prize in 3 hours 29 minutes and 35 seconds, which, considering the strong head wind, is remarkably fast; Dick Stroud, of Philadelphia, another scratch man, took 7 minutes and 21 seconds more to cover the distance, owing to tire troubles; Johnny Ledyard, of Camden, the other rider to start in the honor bunch, was compelled to give up the struggle at Hammonton, his trouble being punctures, also. E. Nelson, of Philadelphia, proved a dark horse, as he won first place in the excellent time of 3 hours and 50 minutes, having a handicap of 1 hour 35 minutes. Richard Hemple, an Atlantic City boy, also proved a poser for the Handicap Committee, who allowed him a start of 1 hour 30 minutes, making good for second position in exactly the same time as Nelson. Four of the 26 riders who started did not finish, leaving 22 who made perfect scores, so that the promoters of the affair feel assured that when further efforts in this line are made, as intended, in the early spring of the coming year, that they will meet with still greater success in reviving this once popular run.

Following is the complete official summary:

Position.	Name.	Handicap.	Net time.
		h. m.	h. m. s.
1—	E. Nelson .....	1.55	3.50.00
2—	Richard Hemple .....	1.30	3.50.00
3—	Harvey Lawry .....	1.50	4.24.00
4—	Charles Van Doren.....	0.50	3.38.11
5—	Dick Sachse .....	1.30	4.18.20
6—	Henry Gatewood .....	1.40	4.39.29
7—	E. C. Rogers.....	1.10	4.15.04
8—	J. F. Hummel.....	1.10	4.15.32
9—	George Hensler .....	1.00	4.10.00
10—	John Farber .....	1.00	4.13.45
11—	Charles Paul .....	2.00	5.14.02
12—	Joseph Baumgard .....	0.50	4.09.03
13—	W. L. Alinder.....	0.50	4.09.03
14—	A. J. Heller.....	0.50	4.10.14
15—	A. C. Wisner.....	0.50	4.13.39
16—	Ed. Broomfield .....	Scratch	3.29.35
17—	John Dallou .....	1.00	4.30.09
18—	John Glass .....	1.20	4.52.41
19—	W. R. Stroud.....	Scratch	3.36.56
20—	C. B. Yancey.....	0.40	4.47.00
21—	Frank Young .....	0.40	4.47.01
22—	F. W. Harris.....	0.25	4.32.01

Time prize winners—Ed. Broomfield, Atlantic City (scratch), 3.29.35; W. R. Stroud, Philadelphia (scratch), 3.36.56; Charles Van Doren, Atlantic City (50 minutes), 3.38.11; E. Nelson, Philadelphia (1 hour 35 minutes), 3.50.00,

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Motor World Publishing Co., 154 Nassau Street, New York. \*\*\*



## BRAKING THE MOTORCYCLE

### Using the Compression for that Purpose and How It Sometimes Affects Things.

One of the many things that is learned by the driver of an automobile when budding from his novitiate is that for ordinary slowing down in traffic and on hills there is nothing better than what has come to be familiarly known as "braking with the engine"—that is, merely closing the throttle, as is usually done in the case of a steam engine. With this difference, however, that the motor in running dead acts as a brake in the case of the automobile by compressing the contents of the cylinders. This has been found to result in producing a minimum amount of wear and tear on tires and the machine in general, and has come to be such a well established practice both here and abroad that an English motorcyclist has raised the question of its adaptability to the needs of the rider of the two-wheeled power vehicle under similar circumstances.

At the outset there arises the radical difference existing between the two, and unless they can be reconciled, it is needless to go further, and in this country, where in the majority of motorcycles cutting off the spark also lifts the valve, the practice cannot become very general. In looking up its origin it will be found to have grown up among drivers of cars having a number of cylinders, usually four. This gives two impulses per revolution of the crankshaft, and likewise provides the same number for retarding purposes when the engine is driven by the road wheels. Contrasted with this, the amount of braking power available from the single cylinder of the average motorcycle is centred on the one compression stroke that occurs every other revolution. This of course has a decided retarding effect on the speed during the fraction of a revolution in which it occurs, but during the remaining revolution and a half intervening there is little more than the friction of the moving parts to act as a brake—practically a negligible quantity. To counteract this it is said that the expansion of the compressed air in the cylinder largely offsets what retarding action it has on the up stroke to a considerable extent by driving the piston out more or less.

Without delving further into the mathematical niceties of the question, it is of interest to note the experience of the rider referred to who made it a point to thoroughly try this method on the road.

"At fairly high speeds switching off without using the exhaust valve lifter does not cause the machine to slow down as quickly as lifting the exhaust and applying one fairly efficient brake," he says. "And if the throttle is not closed simultaneously it causes a volume of unfired charges to collect in the cylinder and an unholy bang results on switching the current on again. At slower speeds the effect of using the compression as a brake is jerky, liable to damage the

tire or cause slipping on wet roads, while at a very slow pace if the compression be good and there is little or no slip in the transmission, it is apt to bring about a sudden and disconcerting stop. There is another point that I have noticed in my experience on the road, and that is the aptitude of the belt to twist and leave the pulleys and of chains to mount the sprockets when the engine is being run against its compression instead of driving the machine. I have used a trailer in hilly country, but found that running down hill with the spark off and the valve lifter down was not so satisfactory as either lifting the exhaust slightly or throttling down, and, while applying one or both brakes lightly, allowing the engine to fire with the spark retarded to the utmost.

"Of these two methods the first is better in some respects, as it saves both fuel and current, besides cooling the engine, but the second enables one to negotiate a drop at a very steady and even pace, although it is bad for the exhaust valve and the engine tends to get rather hot. On one of my machines there is an arrangement whereby the lift of the exhaust valve can be varied from the maximum to zero or no lift. Finding that driving on this caused the engine to overheat, I took off the lever and connections and have since fitted it so that the exhaust valve may remain closed throughout the four parts of the cycle, allowing compression to be obtained on each up stroke. As the cylinder never empties the inlet valve remains closed, so that there is thus no waste of fuel or current and the retarding effect produced is far steadier.

"There has been a question raised by some as to the bad effect resulting from the use of compression as a brake, but the absurdity of such a query must be apparent upon a moment's consideration. The engine is not only doing exactly the work for which it was designed, but merely a fraction of what it is intended for. Accordingly the fear of loosened bearings or other imaginary evils is worse than idle. So far as my experience goes, I think the best method of using the compression of the engine as a brake where there is but one cylinder, is that of providing the exhaust valve with a device to permit of its remaining closed during the entire time that the engine is used for this purpose. I understand that some automobile engines are not only provided with a set of cams controlled from the seat to do this, but they also give the exhaust valve a slight lift at the beginning of the down stroke. This consequently makes every upward stroke of the piston one of compression and prevents any impetus being given to it by the expansion. This, of course, is a refinement unthought of on the motorcycle engine."

### Hole in Street Nets Cyclist \$1,000.

There is something truly marvellous in the way in which town governments manage to shift the responsibility for accidents which are caused by defective roads and avoid being fixed upon as liable for the resulting dam-

ages. Occasionally, despite the most astute efforts on the part of their attorneys, they are brought to book and made to shoulder the blame, as witness the recent settlement in a Massachusetts court of a case of the sort which has been pending since 1903. It seems that on May 13 of that year George R. Clinton was riding along Broadway, Revere, and in endeavoring to pass a car and a wagon which were in the act of meeting one another he ran his wheel into a hole in the side of the road and was thrown off, receiving serious injuries. He brought suit against the town for the recovery of \$5,000 in damages to cover his injuries. Finally, the long delayed case was settled last week in the Superior Court, sitting under Judge Hardy, when a fifth session jury gave the plaintiff his dues and the bench awarded him \$1,000 to "ease the pain."

### Motorcycles at a Frosty Fleet.

By far the most interesting event of the twice postponed and frost encrusted automobile meet held at St. Louis last Saturday, November 11, was the five-mile motor bicycle race. John D. Hurck, on an Indian, soon had the big field of twenty-odd starters swallowing his dust, and proved an easy winner in 7:30. Richard Hurck and William Chrisinger, also on Indians, followed in the order named. The Geer Cycle Co.'s big 5 horsepower Green Egg, a most formidable outfit, which was ridden by Malcolm P. Castle, was well beaten—no pun—being unable to do better than finish a poor fourth.

The automobile events were a fizzle, and after the regular order of events were disposed of some members of the old bicycle crowd present hastily arranged a mile bicycle race, recruiting starters from the newer generation of riders. Although no prize was up, it turned out a good race, and served to give the crowd some idea of real sport.

### Two Days' Racing at Texas Fair.

Bicycle and motor bicycle races will form a feature of the Texas State Fair this month, at San Antonio. Two days, November 19 and 26, having been set apart for the races. A series of events for the State championship will be the drawing card and it will be run in true championship style, the winner receiving five points, etc. The State champion will receive a diamond studded gold medal, besides the usual place prizes in each race. On Sunday, the 19th, these events will be run: Quarter-mile novice, quarter-mile championship, three-quarter mile boys', three-quarter mile open, three mile motorcycle, two mile championship. On the following Sunday the program follows: Half-mile championship, quarter-mile boys', one mile handicap, three mile motorcycle handicap, one mile championship.

Oscar Goerke, the popular and crack amateur of the National Athletic Club, of Brooklyn, is now home, and has fully recovered from the attack of typhoid fever which kept him in an Omaha (Neb.) hospital for several weeks. Goerke has gained thirty pounds, and expects to ride in the Coney Island cycle path race on Thanksgiving Day.



## TESTING THE POLICE

### How the Cyclist Proved that the Cycle-Scorcher is Considered Poor Game.

"All this anti-speed agitation against the automobilist doesn't appear to arouse any great amount of interest on the part of motorcycle riders," said an old time cyclist who has not yet had his faith in the leg propelled wheel shaken to an extent where he is willing to forsake it in favor of its faster rival. "But I think it is due principally to the fact that they are at present in the minority; they don't know just how soon their turn will come. Oh yes, that is true, too; the motorcycleist, in a greasy suit of leather and with a generally dirty appearance, doesn't make any very deep or lasting impression of wealth on the beholder. He isn't such a shining mark for anything but dirt, and he seems to appropriate that in liberal quantities. I suppose it is the greater speed as well as the more or less frequent necessity for using lubricating oil and spreading it over one's self that accounts for it, but I must say motorcycleists have always struck me as a dirty lot. From the policeman's point of view, I shouldn't be surprised to find that they were regarded as lower in the scale than the menial of foreign extraction who tools the luxuriously padded and high powered car, and accordingly not worth 'pinching.' Certainly there would be no \$50 or \$100 fines in view, and as most if not all of this toll goes toward swelling the police pension fund, the man on the two wheeled engine is not highly considered as game.

"But human nature is just the same, and the policeman has not as yet been graduated sufficiently long from the scorcher catching class to have had all the novelty of holding up wealth and power wear off. When the prey happened to be of not greater importance than an individual in a gaudy sweater on a 'speed iron,' and who was willing to run the risk of having to pay two or three dollars for the fun of running away from a cop. The man in blue chased the scorcher with blood in his eye, and when he caught him, as was almost invariably the case, he didn't treat him any too considerately. Things are a bit different now. I'd be willing to wager a round of refreshments for the crowd that the best sprinter here wouldn't run the faintest risk in scorching right under the nose of any of the champions of the force, and the law exists to-day just as it did several years ago, when the department athletes kept in training by impromptu street races. Probably a smile of amusement that anyone should so overexert himself when it is just as easy to go slowly would be his only reward. The speed limit in this aggregation that thinks he can pedal twenty-five to thirty miles an hour can do it safely with the policemen looking on so far as the risk of being arrested is concerned.

"I don't see any takers, but I think it's such a sure thing that I'd be willing to stand the fine and double up on the drinks. I admit the prize money isn't very alluring, but there's many a man in this crowd who would ride hard for two blocks just to get a drink, or I miss my guess." Before the laugh that met this sally had entirely subsided, one of the younger lights retorted with "Well you've been doing all the talking, why don't you give us the speed exhibition yourself. We're willing to play audience, and if you haven't got the three, we might take up a collection so that you wouldn't have to leave your wheel for bail." This struck the crowd as quite to the point, and aroused a more general show of interest than had been previously forthcoming.

A number of us had been on a ride a few miles out of the city and on the way back had stopped at one of those numerous landmarks, a roadhouse, to rest and lubricate. It was a spot just beyond the jurisdiction of the city police and not far enough in the country to be a point of vantage for the rural constable, so that there was a line of automobiles of every degree of age, color and previous condition of servitude, and the speed that most of them made had led the conversation into this channel. I had been entirely willing to let someone else carry the theory into practice, although it didn't seem at all probable at first that it would get further than the talking stage, which was in fact its only reason for existence—a subject of conversation. I was accordingly not overjoyed at the prospect of performing for the benefit of the crowd.

"Me do twenty or better! Down a steep hill or on a motorcycle I might be able to do it, but on the level I couldn't get up enough ambition to make a trolley car conductor take notice." An answer that fell far short of satisfying those who were keen to see a performance of some kind on the way home. My reply was evidently looked upon as hedging, pure and simple, and the would-be admirers of my speed again broke forth with "You're good for a mile at twenty-five easy." "He's good for a century at better than twenty." "He's it; don't let him crawl." All very flattering, to be sure, but not at all encouraging for the prospect of escaping the performance. Then some one chirped up "Lend him a motorcycle." But motorcycleists and old time pedal pushers do not flock together much—a fact that I forgot for the moment, by starting to explain that what I didn't know about a motorcycle would be enough to build one, and then I recollected that there were no machines in the party.

It would have been far better for me if I had only preserved a discreet silence just then, for my first blundering excuse was that I had in mind bicycle scorching and not motorcycle speeding. "That's it, ride your wheel," "Ten to one you get arrested, twice out of three times." "Fifteen to one." "Any odds you want," again raised the chorus. There seemed to be no possibility

of avoiding the unpleasant necessity of making good.

"Well, I'm it," I finally confessed, realizing that matters had already gone too far to make it possible to hedge with good grace. And to tell the truth I began to look forward with more or less anticipation to having a little fun out of it myself. "I will agree to ride past the first bicycle or motorcycle policeman we come across at the best pace I can make. If I'm not arrested in two trials out of three, I win. "Or a mounted cop," chimed one. "Yes, we'll include everything but the fat policeman who walks and couldn't catch anything." Everything being agreed upon, we all started homeward with a keen eye out for anti-automobile policemen upon whom to try the experiment. A mile or so down the road we saw what we were looking for, not one but two of them, one with a bicycle and the other with a motorcycle, standing together and passing the time of day. Things couldn't have been better, for they were at the bottom of a quarter mile hill. "There's your chance," echoed the chorus, and all dismounted to settle the programme. "You go first and we'll come along a little way behind to be in at the death," was suggested, and finally agreed upon as the best method of procedure.

"I accordingly remounted, this time alone, and started down the hill which had a good dip. By the time I was half way down it seemed to me I must be doing better than thirty miles an hour; I pedalled for all I was worth, and fairly seemed to fly along. In fact, I was doing so well that the rest of the crowd forgot to mount and follow in their enthusiasm in cheering me to greater effort. Head down and legs spinning, I flew along and never noticed the policemen until I almost plunged into them squarely. A sharp swerve took me by safely with no great margin to spare. They had been so engrossed in their conversation that they hadn't seen me at all, and only the wild yelling of the crowd on the top of the hill brought them to their senses at the same time that I awoke. I swept by them so closely that I heard one of them growl "That damn fool will break his neck if he doesn't look out," but neither of them made a move to follow and I figured out that I had won. But to make sure, I kept on a few blocks further and then dismounted, pretty well tired, to wait for the rest to come up. They were so hugely amused at my having charged the policemen at full speed, head down, that the result was for the moment overlooked. My success on the first count was naturally conceded without any dispute, in fact, amazement that I hadn't been taken in on general principles was general. Then came the hitch. I was one count to the good. "Now do it over again, and if you get away free this time you win the two out of three," was suggested. But it would have taken a mighty substantial reward to have tempted me to try fate in the shape of the same policemen again. Half an hour's argument and cajoling failed to move me, and at the end of that time, we all mounted and pedalled slowly homeward. One thing I did consent to, and that was to consider the matter as pending, and to be settled in the future. The next time we go out it's my turn to perform again.



## WAIL ABOUT WOOD RIMS.

*"From The Bicycling World, November 4th, 1905."*

"Why don't you say something about the rotten wood rims they are now turning out?" was the plaintive query of a New Jersey dealer uttered on Thursday last. "They have raised the price on us 10 cents per pair, and if the goods were worth it, would not say a word. But they are not worth it. I've had more trouble this season than I've had for several years."

"What's the matter? Why, they are giving us a lot of unseasoned stock, and the rims simply warp out of shape. You may not believe it, but I swear it's a fact, that since the cold weather set in I've kept my shop heated with the bum rims I accumulated during the summer. Oh, I thought you would laugh, but it is true, just the same. I don't mean to say that I keep the stove going all day. I light it in the morning, and a half-hour fire drives away the chill and I honestly have had wood rims enough for that sort of thing."

The above were not K. & C. Rims.

# K. & C. LOCK JOINT WOOD RIMS

### GUARANTEE.

Manufacturers who claim to make high-class goods should not be afraid to guarantee the quality. Our K. & C. Lock Joint Wood Rim is the best and the highest class Wood Rim manufactured in the World. We guarantee every rim against breakage from poor material or workmanship.

We will pay for every poor complete rim, whole or broken, also Express or Freight charges, if returned to us at the end of the season, provided the breakage was caused from poor material or workmanship.

We not only control our celebrated Lock Joint, but we control our Bending Process, which is entirely different in principle from the process used by other Manufacturers. What is the advantage of the K. & C. Bending Process?

#### K. & C. RIMS NEVER WARP.

Under the above strong guarantee we have had less than 60 rims returned to us during the past four years out of six hundred thousand manufactured.

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## ABOUT CHAIN PITCH

### What it Is and how Theory has Failed to Work Out in Practice.

"What part of a chain might the 'pitch' be?" is a question that would be more frequently asked by the average rider of a bicycle were he sufficiently interested in finding out, but it would appear that its repetition in various quarters would be necessary before obtaining a satisfactory answer. To the man in the street who is a bicycle rider first and a mechanic only when he has to take on that role to make some repair or adjustment which he thinks it economy to carry out himself rather than pay for, a chain is merely that and nothing more, and to his mind its lowest degree of subdivision is into links.

On one of the pioneer safeties that had a chain three-quarters of an inch wide the links were nothing more or less than cast iron interlocking pieces that slid together laterally at right angles to the plane at which they were designed to operate, and which more or less often took it upon themselves to part company without the formality of being placed at this angle. The type, in fact, commonly used for most forms of endless conveyors and in which the subtraction or insertion of one or more links implies nothing more than relieving the strain on the chain and a moment's work. Such a chain is, of course, reduced to its lowest terms when resolved into links; nothing short of a hammer will subdivide the latter any further.

Take the modern roller or block chain, that represents but a small fraction of an inch in width and is a specimen of the mechanic's handicraft that was lacking on any part of the oldtimers, and its component parts may be divided into sides, pins and rollers, or sides and blocks, according to the type it happens to be; but none of these is its "pitch." Where, then, does the latter come in? Particularly as it is said to be such an item of importance in the design of the up to date chain; without it smooth running would be an impossibility. It may be added that this mysterious pitch is one of the things that have engrossed the attention of the makers of cycle chains ever since it was thought worth while to build machines that would represent a high degree of efficiency.

Not to make a mystery of a very simple matter to those whose knowledge does not extend to mechanics even to this extent—and their name is legion—the pitch of the chain is the distance between the centres of the turning points of its links—that is, the distance between the centres of any two adjacent rollers in the case of a roller chain, or blocks if of the latter type, or what amounts to the same thing—the distance between the centres of any two adjacent teeth on the sprocket, for pitch is an essential of high degree in the sprocket as well. It will thus be apparent

that varying the pitch of a chain will vary the number of teeth on the sprocket to correspond, or if the same number of teeth be retained, vary the size of the sprocket.

By diminishing the pitch of a chain the number of teeth in the sprocket would be increased, with a consequent addition to the number of working parts. As a result it might at first sight be imagined that the longer the pitch of a chain the more efficient and durable would be the result, owing to the decrease in the number of parts. But this is not borne out in practice, and it is now generally conceded that, except for racing purposes, the old one-inch pitch chains are inferior to those of one-half or five-eighths of an inch pitch now commonly used.

Long pitch chains, particularly when carried to the excess that the one-inch type is



NEW YORK BRANCH 214-216 WEST 47TH ST.

considered to be, give a more irregular speed relation between the pedals and wheel, owing to the chain lying on the sprockets in the form of a polygon instead of in a true circle, as in the case of belting. The distance now commonly allowed has been found to represent a medium that combines the advantages of both extremes in the greatest degree.

### Here's Another Oil Test.

A "simple and practical method of testing lubricating oils," for use in a gasoline engine, is this one that comes from abroad: Heat a pane of glass to various temperatures, holding it at an angle of 45 degrees with the horizontal, and allow samples of the different oils to be tested to run over it. That which runs farthest without evaporating under the greatest heat is the most suitable.

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Motor World Publishing Co., 154 Nassau street, New York. \*\*\*

## OIL IN WINTER

### Expedients Employed to make it Flow Freely—What Thin Oils Require.

It is close upon the time when those motorcyclists who experienced trouble with lubricating oil during the last summer and compromised by investing in a supply of a quality intended for hot weather use, will find it an advantage to change back again. Real winter weather has not as yet settled down throughout the land, but the passing of a night may find the thermometer at a point where the lubricant has gummed to a consistency that prohibits its feeding to the engine. It is not actually frozen, but what amounts to practically the same thing; it will not consent to liquefy and perform until treated with a due application of heat. Probably this is an occurrence that has formed part of the experience at one time or another of the majority of those who find it necessary to store their mounts in a barn or similar cold place.

It is a difficulty that cannot always be remedied by running the engine, for the latter is in danger of running hot and becoming bound hard and fast before the oil becomes sufficiently liquid to flow. Where the oil tank happens to lie in close proximity to the engine this treatment may suffice, but ordinarily it will be found necessary to thaw out the oil in the tank by some other and independent means. Fire is naturally out of the question for many reasons, not to mention that of the risk of having the thawing process end disastrously, as is often the case when it is resorted to as a treatment for a frozen stick of dynamite. Hot water is practically the only medium that combines safety with convenience, and its method of application must, of course, differ with the circumstances, the most important of which will naturally be the location and accessibility of the tank. One unfortunate who found himself confronted with the necessity of thawing out the supply of lubricant bethought himself of that most familiar article that every household boasts—the rubber hot water bag—and with the aid of two of them succeeded in carrying out the operation. The process is more or less slow, but it has much to recommend it, particularly its safety.

At this season of the year other riders have recourse to thin gas engine oil, which runs freely and is not much affected by the cold. It is, however, consumed more quickly than the heavier motorcycle oils, and requires that the engine be lubricated about twice as frequently.

At the annual meeting of the Rhode Island division of the L. A. W. these officers were elected for the ensuing year: Chief consul, John H. Barrett; vice consul, Robert A. Kendall; representatives, J. J. Butler, Fred A. Bliss, G. C. Blake, C. B. Burnham, C. B. Fisher, F. C. Healy, E. C. Parkhurst, F. T. Sibley and J. Ward.



# 1905

## Has Been a Big Year

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# Biggest Makers of Bicycles

IN AMERICA.

Even more attention will be now centered in their manufacture assuring that

# 1906

Will be an Even Bigger Year.

# YALES and SNELLS

are, of course, the bicycles referred to.

THEY ARE THE BICYCLES THAT SATISFY—  
satisfy all purses, all dealers, all riders.

And then there's the

# Yalc-California Motor Bicycle.

It has continued to give a good account of itself wherever used and with the 1906 improvements that are being added, it simply must loom larger than ever.

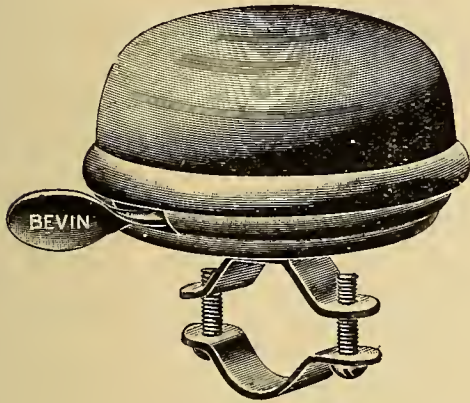
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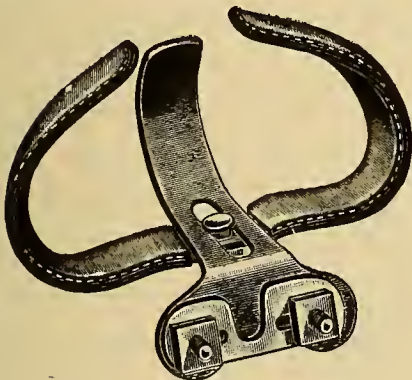


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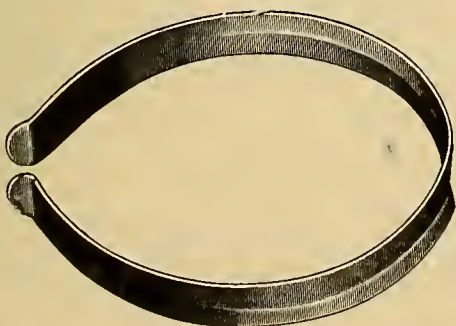
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**Sunday Cycling Bobs up Again.**

That hoary old argument as to whether cyclists should ride on Sunday seems to have been revived in England, a certain section of the clergy strongly condemning the bicycle as a hindrance to public worship. One pastor, however, is of a different opinion, as witness this notice which he posted at a nearby inn:

"You are quite welcome to enter the Parish Church, just around the corner, and worship in your cycling dress. You need not make the fact that worship has begun any excuse for mock-modesty in 'not liking' to come in. You can 'slip in' quite as silently as you 'slip along,' without disturbing the worshippers if you have a real desire and a clear mind to remember your Creator. Respect the Great Designer's reasonable command to 'keep holy the Sabbath Day,' and to thank your Heavenly Father for providing you with the pleasures of the road. You will find that one of the church wardens will seat you and hand you a prayer and hymn book willingly. You need not remain for the sermon or instruction unless you care to do so. You do not sin in cycling on Sunday. The success of British artisans, business and professional men is due to the fact that they have one day in even in which to rest and recreate the body, soul and mind."

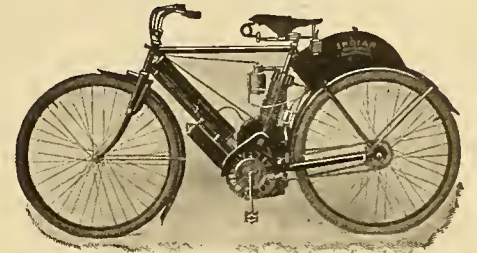
**Oakland Causes Cycling Excitement.**

Out in sunny California—Oakland, to be exact—cyclists and motorcyclists just now have laid aside their usual smiles and replaced them with dark frowns. One of the city fathers, Councilman Baccus, has introduced an ordinance which, if passed, will prohibit all riding on the sidewalks and compel cyclists to carry bells and lights at night. It is not the latter proviso which is causing the stir, for nearly all wheels are rightly equipped, but Oakland cannot be said to possess the best streets. A vigorous crusade has also been started to suppress scorching by motorcyclists, and the city treasury is being enriched at the rate of about \$10 a day. Riding with mufflers open is a common practice out there, and the better element is said to be shaking hands with itself because practically all of those arrested have been of the open-muffler brigade.

**Why the Cops Won't Race To-day.**

After all, the New York motorcycle "cops" will not engage in that ten-mile race to-day on the Coney Island cycle path. They obtained the necessary permission from the Police Commissioner to do so, but some one connected with the affair apparently thought that such an abundance of brass buttons was in itself sufficient warrant to "cut loose" at will. They woke up yesterday afternoon, however, when they learned that a permit from the Park Commissioner to use the path would be required. It was then too late to obtain it, and in consequence the race has been postponed one week, or until Saturday morning next.

In 1905  
THE  
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**WON**  
Every  
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Every  
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13 MEDALS

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**F.A.M. Endurance Contest**  
and an overwhelming majority of  
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In previous years, its record was as impressive. For instance, in 1903 and '04 it won the only gold medals offered in the national endurance contests and also the only gold medal awarded motorcycles by the St. Louis Exposition.

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plays no part in such remarkable and long sustained performance in public competitions. The moral is obvious.

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**Racing Men's Escape from Russia.**

Bader and Arend, the two German sprinting cracks, who were racing recently in Odessa, found it far easier to get into Russia than out of it, says Cycling. On the road home from the Black Sea port they reached Warsaw at the time of the railway strike there, and, on applying at the German consulate for advice, were told to stop in the city until traffic was resumed. This advice by no means harmonized with the views of the cracks, who hit upon the idea of getting to the frontier per motor car. Accordingly, they hunted one up. But as the owner wanted 600 roubles (\$475) for the trip, and, further, was not in a position to guarantee that the car would not be smashed up by the populace, they decided to adopt the policy of Mr. Micawber and "wait for something to turn up."

For three days they were shut up in Warsaw. On the third day they learned by chance that a German forwarding agency had hired an old Vistula steamer and would run it to Thorn, a Prussian frontier town. The owner of the hulk, the first-class cabin of which had been demolished, demanded 1,000 roubles, and some forty persons who were eager to use the waterway agreed to pay that sum. In order to get on board without exciting suspicion and calling down upon them the wrath of the strikers, who were watching the quays, the passengers adopted disguises and smuggled themselves on board. Willie Arend fancied the uniform of a Russian student, while Willie Bader converted his exterior into that of a Russian sailor. The steamer stole away. After some hours the captain stopped at a river station, where hundreds of people were waiting for a down-river steamer. As the boat had already its full complement of passengers, the Warsaw party refused to admit any more on board. Whereupon the captain declined to continue the voyage unless he were compensated for the loss incurred by this refusal. A collection pro-

duced 75 roubles, which the captain put in his pocket. Later on he repeated the same manoeuvre twice, and each time "bled" the Warsaw party, so that the cost per head eventually worked out at \$50. On reaching Thorn, after a run of nearly two days, Arend and Bader lost no time in booking seats for the next train to Berlin.

**Good Going in Brooklyn Armory.**

Two very spirited bicycle races formed the most interesting feature of the first indoor regimental games at the Thirteenth's armory, in Brooklyn, last Saturday night, 11th inst. The one-mile handicap was won by O. Becker from the fifty-yard mark in 2:26. O. J. Devine, from scratch, made a brilliant effort to overhaul the long markers before the bell, but he was unable to do so. However, he finished second. J. Karkella, with 90 yards' handicap, crossed the tape third. In the two-mile handicap Becker would have finished in front had he not been so solicitous of the welfare of the following riders. A battle royal for first honors resulted between O. J. Devine and Gus Perden, both scratch men, the former winning out in a blanket finish. Karkella (150 yards) again scored third, and Becker (90 yards) trailed in fourth. Time, 5:01 4-5.

**Making Ready for Roy's "Blowout."**

The first annual entertainment and ball of the Roy Wheelmen, New York City, which is on the tapis for Friday night next, 24th inst., is assuming more importance than was at first supposed. The cyclists and their friends—it is naturally supposed they have some—will gather at Tammany Hall, on Fourteenth street, at 8 p. m., where the first part of the evening will be devoted to roller races and other athletic games. The home trainer races will, in reality, be for the championship of New York, as representatives from each metropolitan organization will compete for honors. All this week the various clubs have been trying out, and the best rider from each will represent his organization at the meet. Several prominent amateurs are carded to ride against time.

**How Fox "Fooled" the Tigers.**

A long marker ran away with first prize at the sixth event in the series of races to decide the championship of the Tiger Wheelmen, of New York City, which took the form of a ten-mile handicap, held on Long Island last Sunday, 12th inst. John Fox, one of the smallest members of the club, was given the limit, 7 minutes, and he simply made a runaway of it. The start and finish was at Jamaica, on the Hoffman Boulevard. Perfect weather brought out a large crowd of spectators and swelled the club run, over thirty members riding to the scene of the start. There were sixteen starters.

Although this was Fox's first road race, he can hardly be called an unknown quantity, as he won a few prizes on the track last summer and justified the prediction made by the *Bicycling World* at the time that more would be heard of him. The handicappers were evidently not close on Fox's scent, however, and the result shows that Fox will bear watching. V. Trebay, Fox's companion on the limit mark, finished second, and Johnson (4:00) crossed third. The best time was made by "Hoodoo" George Hunter, who started with 2 minutes' handicap and covered the ten miles in 31:31. He finished in eighth position, however.

In the point ladder Urbain McDonald still stands on the topmost rung, with 93. The score of the other riders is as follows: G. B. Hunter, 70 points; Fred Morin, 51 points; H. Johnson, 49 points; Chris Kind, 46 points, Nick Kind, 43 points.

The summary of last Sunday's race follows:

Pos.	Rider.	Hdcp.		Pts.
		min.	m.s.	
1.	J. Fox.....	7	34:16	10
2.	V. Trebay .....	7	34:31	9
3.	H. Johnson .....	4	32:35%	8
4.	Fred Mommer .....	4	32:55%	7
5.	F. Kirchner .....	4	32:37	6
6.	Chris Kind .....	4	33:02%	5
7.	Otto Brandes .....	3	32:31	4
8.	George B. Hunter.....	2	31:31	3
9.	Nick Kind .....	2	31:33	2
10.	Fred Morin .....	3	35:30	1



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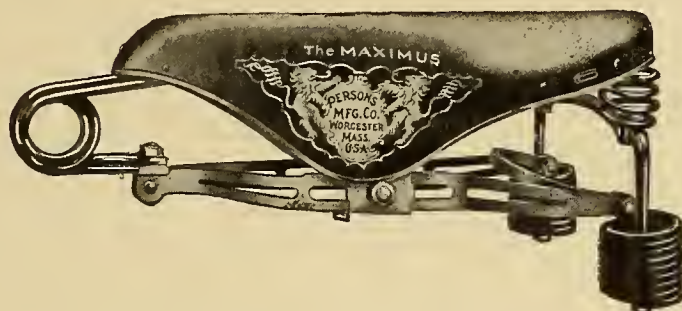
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Have you heard the bark of the grey squirrel this year as he rests from seeking his winter's store? Have you?

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embraces all grades, so that we can furnish you just the tire that your trade demands. This, Mr. Live Dealer, means satisfied customers and increased trade.

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**TWO** Second Hand Indian Motorcycles, guaranteed; perfect condition; new bushings, all improvements; \$125.00 each. New Model A Columbia, \$125.00. New 1904 Rambler, \$150.00. Four H. P. Mitchell, \$75.00. F. A. BAKER & CO., 1080-82 Bedford Ave., Brooklyn; 20 Warren St., New York

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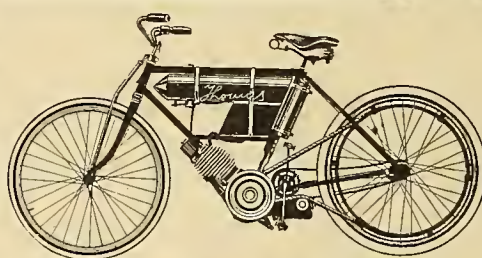
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Thomas flexible wire connections used on every joint. Ignition troubles a thing of the past on the 1906 Thomas. Agents wanted everywhere

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wheels must have the  
best equipments.

There is nothing that gives more value for  
the money than the use of the

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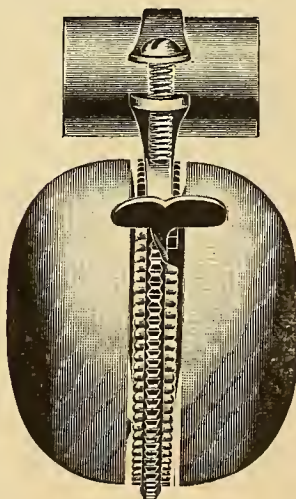


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DUST AND ALWAYS EASY RUNNING

The only chain having Frictionless  
Recker Joints. Insist on having the  
Morse Twin Roller. Fits regular  
sprockets.

Send for Catalogue and  
Trade Price to

**Morse Chain Co., Trumansburg, N. Y.**



## STARR BELLS

Our 1906 line of Bicy le Bells is now ready. We have added several new styles, and it will pay you to write us before placing your contract.

**The Starr Bros.  
Bell Company,**

Easthampton, Conn.

### The Eclipsing of Timothy Tutt.

Young Timothy Tutt was a muscular lad,  
And the critics declared he was speedy;  
He freely admitted his pace wasn't bad,  
When he didn't feel sulky or seedy.  
Well, he managed quite lately a record to  
beat,

By, I think, twenty minutes one second;  
But it didn't turn out as he'd reckoned.

For his mount on the ride was a "Zero" machine,

(He had paid for it, too—ev'ry penny).

It was chosen, because 'twas the smartest  
he'd seen,

And it looked just as useful as any.

But the maker, on hearing of Timothy's deed,

And entirely ignoring the hero,

Advertised his machine's most miraculous  
speed—

How the record was smashed by a "Zero."

Then the man who had fitted the "Zero" with  
tires,

Bounded out from his offices, slummy,

And he yelled: "Here you are, if you really  
want flers,

For speed you can't equal the 'Dummy.'"

His lurid advertisements cover the walls

(Never mentioning Tutt, more by token),

And a travelling gramophone lustily bawls:

"The 'Dummies' the record has broken!"

Then the chain-maker didn't take long to ap-  
pear—

Saw the chance of some Kudos to capture;

While the firm that had fitted the "Quintuple"  
gear

Was inspired with a heavenly rapture.

Big advertisements, never so boldly arrayed  
(Being framed by a clever attorney),

Told the part that a chain and a gear nobly  
played

In that record-demolishing journey!

Young Timothy Tutt was a good-tempered  
lad,

And he never used slang like a cabby;

But these happenings made him decidedly  
mad,

Still, he remarked, "This is shabby!

I thought it was I broke the record—I fear

I am wrong, for these people have said it

'Twas the bike, and the tires, and the

chain, and the gear—

And, by jinks! they've annexed all the  
credit!"

(—Irish Cyclist.)

## OILERS.

"PERFECT"

25c.

"GEM"

5c.

"LEADER"

10c.

"CROWN"

5c.

"STAR"

10c.

We make oilers for almost the entire trade. The quality  
of our oilers is unequalled.

**CUSHMAN & DENISON MFG. CO., 240-2 W. 23d St., N. Y.**



**The Week's Patents.**

803,164. Ball-Grinding Machine. Ernst G. Hoffman, New York, N. Y. Filed October 31, 1904. Serial No. 230,632.

Claim.—1. In a ball-grinding machine, the combination of co-operating grinders having one or more grooves in their working faces and means for positively dislodging the balls from the grooves, substantially as described.

803,635. Fan Attachment for Bicycles. Diedrich Stahlhut, New York, N. Y. Filed July 18, 1904. Serial No. 216,934.

Claim.—1. An attachment for bicycles, comprising two perforated brackets, a rod run through the perforations of said brackets so as to rotate therein, a set-screw and collar for adjusting the rod and holding it in position, a small drivewheel mounted adjustably between the said brackets upon the said rod in contact with a running wheel of the

bicycle to transmit motion and a fan mounted on the upper end of said rod substantially as set forth.

803,658. Cycle Tire. Arthur S. Allen, Brookline, Mass. Filed Sept. 9, 1904. Serial No. 223,819.

Claim.—1. A tire comprising a body of india rubber containing a fabric composed of intermeshed wire coils and locking means to retain the coils in their intermeshed condition.

803,989. Armored Tire. Clarkington W. Caterson. Franklin Forks, Pa. Filed Jan. 23, 1905. Serial No. 242,591.

Claim.—1. A pneumatic tire consisting of a tubular rubber body and an armor strip embedded therein, said armor strip having a substantially flat band with laterally projecting curved wings conforming to the curvature of the side walls of said body, and a sheath enveloping said strip, the outer por-

tion of said sheath being disposed at a distance from the outer face of said band whereby a space is formed there between, and a packing of a fibrous material in said space.

804,088. Pneumatic Tire. Manley H. Blakeslee, Buffalo, N. Y., assignor of one-half to Roscoe D. Baker, Buffalo, N. Y. Filed Dec. 1, 1904. Serial No. 235,068.

Claim.—1. A pneumatic tire having a series of inflatable sections or chambers, a common air supply conduit communicating with all of the sections by individual passages, and a plurality of automatic valves, each controlling one of said passages, and operating to permit free communication between the sections and the supply conduit in the normal inflated condition of the section and to cut off communication between the conduit and the sections when one or more of the same become inflated by puncturing, substantially as set forth.

# WE MAKE "EM" BOTH.

## D & J HANGERS.

Single,  
Tandem,  
Triplet,  
Quad.  
and  
Motor  
Cycles.

THE  
ONLY  
HANGER  
THAT'S  
FAST.

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are better than ever.  
Riders want some-  
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THAT'S US.

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\$30.00, \$25.00.

Liberal Discounts to the Trade.

Don't Take Any Other

THE HUDSON MFG. CO., Hudson, Mich.

# "MOTORCYCLES AND HOW TO MANAGE THEM"

REVISED EDITION

BOUND IN CLOTH

The Only Book of the Sort in Existence

CONTAINS A MINE OF VALUABLE  
INFORMATION

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TO A MOTORCYCLIST  
his face lights up. He knows it has been proved  
the best that money can purchase.

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17-27 Vanderwater Street, New York.

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any kind.

If you are users of ball bearings we would be pleased to hear  
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which we know would be profitable and interesting to you.

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Successors to the WORCESTER FERRULE AND MFG. CO. Established 1883.

### Light and Heavy Metal Stamping and Cold Forging.

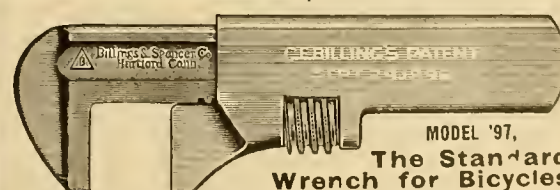
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Automobile, Bicycle and Electrical Fittings.

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1064 Monadnock Block

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Worcester, Massachusetts.

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most will tell you that  
**Duckworth Chains**  
are the most satisfying  
chains ever applied to  
Bicycles or Motorcycles,  
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CHAIN & MFG. COMPANY  
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For sale by leading  
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If You are Interested in Automobiles,  
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Will Interest You.

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 \$2.00 per Year. Specimen Copies Gratis.

## Two Books for Motorcyclists

An elementary knowledge of electricity will go far towards making for the fullest measure of motorcycle satisfaction.

### "The A B C of Electricity"

will impart this very knowledge.

The book is entirely non-technical and can be understood by the man who does not know "the first thing" about electricity.

Price, 50 Cents.

If you ride or sell,  
or intend to ride or sell  
motor bicycles,

### "Motorcycles and How to Manage Them"

is the very book you need.

Every page teaches a lesson. Every illustration  
"speaks a piece."

Price, 50 Cents.

THE BICYCLING WORLD CO., 154 Nassau St., New York.

## TO THE LIVE MAN

Interested in cycling who realizes the value of keeping informed  
about all that concerns it this blank will be hint enough:

THE BICYCLING WORLD COMPANY,  
154 Nassau Street, New York.

Enclosed find \$2.00 for which enter my subscription to  
THE BICYCLING WORLD for one year, commencing with  
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FAST TRAIN SERVICE**

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Through trains.

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TRADE REVIEW**  
FOUNDED 1870

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OF THE  
**CYCLE TRADE**

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# The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LII.

New York, U. S. A., Saturday, November 25, 1905

No. 9

## GERMANS PUT UP THE BARS

**Their New Tariff as it Applies to Cycles—  
Low Rates for Favored Nations.**

In common with all other industries, the cycle trade will be affected by the revised German tariff, which becomes effective March 1 next. The rates that will apply to cycles and cycle materials, including tires, are shown by the subjoined schedule. It will be noted that in several cases two rates are given. The higher being the general and the lower the conventional rate. These conventional rates are to be granted to seven countries—Russia, Austria-Hungary, Italy, Switzerland, Belgium, Roumania and Servia, all of these countries having entered into new treaty arrangements.

The making of the new tariff necessitates a new treaty with the United States, without which American goods can only be entered at a higher rate. The remedying of this condition of affairs is a matter of much concern at the present time, as there is doubt about the date upon which the approval of Congress of executive action might be expected, and the fact that only a short time remains before the present tariff arrangements with Germany will expire by limitation and be replaced by maximum tariff rates on American imports. It is probable an attempt will be made immediately to reach a modus vivendi or provisional arrangement which will prevent open rupture or tariff war between Germany and America, pending the negotiations for a new treaty.

	Per 100 kilos.
India rubber tubing for tires or wheels of vehicles	\$14.28
India rubber tires for wheels; also covers for the same of textile materials impregnated or coated with India rubber or with an internal layer of India rubber.	14.28
Motorcycles:	
Weighing each 50 kilos or less, net.	35.70
Weighing each over 50 kilos and up to 100 kilos, net.	23.80
Weighing each over 100 kilos and up to 250 kilos, net.	28.56
Weighing each over 250 kilos and up to 500 kilos, net.	17.85
Weighing each over 500 kilos and up to 1000 kilos, net.	21.42
Weighing each over 1000 kilos and up to 2500 kilos, net.	16.66
Weighing each over 2500 kilos and up to 5000 kilos, net.	14.28
Weighing each over 5000 kilos and up to 10000 kilos, net.	9.52
Cycles, without motive machinery; including those intended for the transport of goods or persons, or attached to other vehicles.	35.70
Parts of cycles (except motive machinery and parts thereof):	23.80
Of iron—	
Rough	9.52
Worked	5.95
Of the common metals or alloys of common	35.70

metals, of wood, cork, vulcanite, horn, leather, celluloid or similar molding materials; finished wheels for cycles. 35.70 23.80

Duties are imposed upon the net weight, unless otherwise expressly stipulated. Receptacles commonly employed in trade are to be admitted free of duty.

## How Mead Casts his Balt Abroad.

The Mead Cycle Co. is "laying it on thick" across the pond. They are guaranteeing one of their models for four years, and in consideration of a \$5 deposit on each machine they will ship any number of bicycles desired, "all charges paid"; a sight draft, however, follows the goods, but this is not brought out in large type. The Mead people are able to do these things, they say, because "no other bicycle manufacturer in the world spends as much for advertising as we do, which accounts for our enormous output and consequently decreased cost of production." Whether their foreign "factories" are like the ones in America, which their "imagination" pictured so vividly and of which they used to boast, is not disclosed.

## To Agitate the Wood Rim Pool.

The thumbscrews being applied to the cycle trade by the wood rim "pool" is likely to have the natural effect. At least one of the big wood bending firms that formerly engaged in the manufacture of such rims is now seriously contemplating resuming their production. The firm in question is H. G. Shepherd & Sons, of New Haven, Conn., whose wood rim machinery is still intact. They are now canvassing the situation, and soon will reach a decision that should result in relieving the tension of the market.

## No Falling Off in Australia.

"It is too early to say what sort of season this will have proved to be," writes an Australian correspondent under date of October 17. "It was anticipated that there would be a falling off, but so far there are no special indications of it."

## Mueller to Have Motorcycle Livery.

L. J. Mueller, the Cleveland, Ohio, dealer, will spend the winter in Florida, not, however, as a vacationist. He is taking a number of motor bicycles and tricars to Palm Beach, where he will conduct a motorcycle livery.

## SETTLEMENT IS IN SIGHT

**Bottom Bracket Litigants Agreement Likely  
—Some Jobbers' Suits Already Settled.**

There is said to be a fair prospect that, after years of litigation, the bottom bracket fight will be settled, and settled amicably.

It is known that steps to that end have been taken, and that several conferences have occurred between a number of the interested parties. Surface appearances indicate that a climax is approaching, and that within a month the matter will be definitely settled one way or the other.

Exactly who or what influences brought both sides together and arranged the conferences has not been disclosed, nor is it positively known upon what basis the negotiations are proceeding, but according to rumor, several other patents have been brought to bear on the situation and are figuring in the transactions. None of those concerned are yet ready or willing to break silence, but from their attitudes it is plain to see that the final result, whatever it may be, will be not long postponed and that all are expecting a favorable conclusion.

It is somewhat in the light of a coincidence that this state of affairs should come to pass at just about the time the bottom bracket patent itself, No. 392,973, was expiring. Its seventeen years of life ended on the 13th of the present month.

The decision in favor of the Pope Mfg. Co. and the patent was rendered on July 28 last, and the appeal of the defendants is now pending. Nominally, they are the Miami Cycle & Mfg. Co., the Crosby Co. and the Toledo Metal Wheel Co., but, as a matter of fact, a number of others are joined with them as contributors to the defence fund.

Meanwhile, the Pope Mfg. Co. has amicably adjusted several of the suits brought against some of the most prominent jobbers soon after the decision was rendered. It is understood that the proceedings have been or will be discontinued in consideration of the jobbers binding themselves to make certain purchases of bicycles from the Pope Mfg. Co. for a term of years.



## TWO-CYCLES FOR BICYCLES

### Possibilities of that Type of Motor—Its Operation and Alleged Benefits.

Although the two-cycle motor has not, up to the present time, been proved to be of practical value in motor cycle construction, and although none of the efforts which have been put forth in its behalf have been crowned with a sufficient degree of success to warrant the output of the stock model, there can be little doubt that in process of time it is due to receive no little attention. This hypothesis seems all the more rational for the double reason that the two-cycle principle is the legitimate outcome of a study of the ordinary four-cycle motor, and is evolved from it, and that the automobile industry which has been largely instrumental in bringing the common type of gasoline engine to its present state of usefulness is just now manifesting a decided leaning toward the hitherto undeveloped type.

To the average man, the name two-cycle means little or nothing, and the complete term two-stroke-cycle, from which it is contracted, signifies even less. In a word, the two-cycle motor is an attempt to perform the same cycle, or series of operations which are carried on within the ordinary motor in one-half the time relatively speaking, that is, to reduce the number of strokes of the piston necessary for the taking in, burning, and rejection of a single charge of gas from four, corresponding to two revolutions of the crank shaft, to two, thereby securing an impulse every revolution, or doubling the number of working strokes for any given speed.

In order to accomplish this, an air tight crank case is used and the piston is made double acting instead of single acting as in the ordinary motor. At every up stroke, a charge of mingled gas and air is drawn into the crank case, and there compressed on the downward return of the piston. Just at the end of the stroke, it is liberated, and allowed to pass over to the upper side of the piston in the working end of the cylinder. Thus, the crank case and the lower side of the piston act as a simple air compressor, and the work done there, corresponds to that accomplished in the first two strokes of the ordinary cycle, practically speaking.

In the head or working end of the cylinder, on the other hand, the action which takes place is as follows: First, a charge is forced into the cylinder through a port which has been uncovered by the piston in its travel, or which has been opened by a valve. Under pressure from the crank case, and being further compressed by the upward motion of the piston, it is ignited at or near the point of reversal of the piston's motion. The subsequent combustion and expansion

are carried out until the piston in its travel uncovers a port in the cylinder wall, permitting the gases to escape and immediately lowering the pressure within the cylinder. An instant later the piston, at or nearly at the end of its out stroke, uncovers a second port on the opposite side of the cylinder from the exhaust, and permits a second charge of fresh gas to be forced in. This in turn is compressed, ignited and exhausted in the same manner, and the cycle is repeated over and over again indefinitely.

To consider the action which goes on within the working end of the cylinder a little more closely, it is evident that even were the exhaust port of the same area as the piston, which is the ideal condition, the effect of the release could only be to reduce the pressure within the cylinder to that of the exhaust passage—that is to say, to reduce it to atmospheric pressure under ordinary conditions. It could not in any way be supposed to rid the cylinder of all of the waste gases. Thus, when the fresh charge is admitted, it must enter a cylinder filled with burned gases at atmospheric pressure, and were the exhaust to terminate with the admission of the fresh charge this remnant of the old charge would simply act as a dilutant of the new. In practice, however, the exhaust port is allowed to remain open for a time after the fresh charge is admitted, and the resulting effect is that the latter, instead of commingling with the former, tends to remain independent of it, and to force it out of the cylinder by the very intensity of its inrush. Thus the incoming gas, usually directed by deflector plates or vanes which are arranged to increase the natural tendency, swirls throughout the cylinder and cleans it of the greater portion of the useless contents, securing in this way what is called a "scavenging" effect.

In actual practice, the chief difficulty which has been encountered up to the present time has been that of securing reliability in action and of securing a design which will permit of a certain amount of speed variation. Owing to the comparatively short duration of the expansion period, it is not usually considered practicable to vary the time of ignition, and consequently, in most two-cycle motors, it takes place uniformly at, or nearly at, the dead point in the piston travel. In addition to this, a difficulty has arisen in the throttling of the two-cycle motor, for it is evident that if the charge is restricted as drawn into the crank case, the resulting compression will be less, and hence the velocity with which the charge enters the working end of the cylinder will be less than the normal, and, by the same token, the scavenging effect will be considerably reduced. Thus, the percentage of the old charge of burnt gases which remain for the next stroke is higher than it should be, and the explosion is proportionately weaker. Many two-cycle motors when throttled begin to "four-cycle" as it is called, that is to say, to miss every other explosion, and act in the same way as the ordinary motor, but unfort-

unately, this action cannot be relied upon, and instead of regularly four-cycling the motor is apt to miss irregularly and becomes untrustworthy in its action.

In some of the motors built this difficulty has been overcome to a great extent, and there is no reason to suppose that it will not be entirely overcome in the course of time, either by perfecting the design of ports and valves or by the adoption of some special device which will overcome the tendency. This perfecting of detail will do away with the tendency also manifested in some motors of backfiring in the crank case and otherwise misbehaving.

Concerning the merits of the two-cycle motor, it is evident that, granting the possibility of completely exhausting the old charge in each case and of taking in a full charge of fresh gas, the power output would be nearly double that of the four-cycle motor of the same dimensions. In practice, however, these two objects can only be approximated, how closely is not known, and the power developed is consequently restricted to a greater or less extent. In addition to this, since the two-cycle engine of one cylinder gives a turning moment which is precisely like that of a four-cycle motor of two cylinders, the turning moment of the two-cycle motor is much more even than that of the four-cycle, and thus less weight of flywheel is needed to balance it, while the strain on mechanism and tires when running at slow speed is much less than that of the ordinary motor. Another consideration which counts largely in favor of the two-cycle type is that the power per pound weight, while not strictly double that of the four-cycle, approaches it pretty closely, and may roughly be said to be double it.

Of the comparative efficiencies of the two types but little is known in the way of authoritative data, except that the advantage up to the present time lies with the four-cycle type. The greater thermal efficiency always will be to the credit of the four-cycle type on account of its longer period of expansion and consequent increased use of the burning gases; but, on the other hand, theoretical efficiencies play such an insignificant role in motorcycle construction, on account of the small total consumption, that their consideration may be set aside, at least for the present. Disregarding, then, all questions of close theory, to increase the power of the motor without increasing its weight, even without increasing its cost proportionately, and thereby to increase the even running qualities of the machine, is something worth striving for; and if that gain is made without losing anything in flexibility or reliability or ease of regulation of the motor, then the gain to the industry is very great. Also, the gain to the user is, roughly speaking, a gain of 100 per cent in power in practical efficiency and in all around utility.

---

"Motorcycles: How to Manage Them."  
Price 50c. The Bicycling World Co., 154  
Nassau Street, New York. \*\*\*



## GRANT TELLS HIS STORY

**Since He Invented Chainless Bicycles Many Things Have Happened to Him.**

In its cycle, the wheel of time works queer combinations, and seemingly none more astonishing than those which affect inventors who frequently enough find the fruits of their labors spreading over the whole world and carrying the greatest of benefits to mankind in general, while they themselves have to be content with a comparatively small return for the "head work," which is responsible for the blessing. Taken in this light, it hardly seems strange that the inventor of the chainless bicycle should to-day be engaged in a line of work wholly remote from the bicycle, and that the returns from the invention which has had so far reaching an effect on the industry are now passing into other hands than his.

Sidney A. Grant, who claims the honor of having invented the first chainless model, has had but one period of connection with the industry, and that of comparatively short and unsuccessful duration. For the greater part of his life interested in the manufacture of envelopes and envelope making machinery, his work in that field has brought him ample reward. Having at one time and another been identified with various interests in that line, and having perfected numerous inventions which have been adopted and are in constant use all over the world, and having indulged in several other ventures with varying success, he has now returned to his native State, Connecticut, and is following the vocation of gentleman farmer in the town of Enfield.

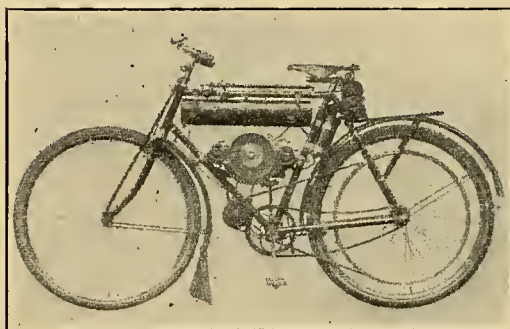
After many years of identification with the envelope business, and just following the introduction of a machine which is now used by the British government in the manufacture of all envelopes bearing the stamp "His Majesty's Service," from which he reaped the tidy sum of \$120,000 in some sixty days, he developed the chainless bicycle idea. He interested others in it, and the organization of the League Cycle Co. followed. The sum of \$118,000 was sunk in the project, which, however, came to grief within a short time and assigned, the Pope Mfg. Co. buying the patents.

Of the successful development and exploitation of the chainless machine from that time on nothing need be said, but it is interesting to note that from that time the inventor had no further connection with the industry in any way. Instead, he interested himself in a telephone project, which took him to Europe, but proved a failure, and later followed the tide to the Klondike, where he demonstrated a wonderful machine for thawing frozen ground which was to have been a great aid to the carrying on of mining operations in that frozen land. The backing fell out of the scheme, however, and he was forced to return to the East. In Springfield, Mass., where had been his home for the greater part of his life, he entered into the manufacture of novelties

under his own patent rights. To-day Mr. Grant proudly boasts the possession of two flat-houses in Springfield, which are the sole representation of the emolument which he received from the chainless bicycle.

### Here's a 60 Pound Two Cylinder.

Though long a feature of the automobile, so far as known, the two cylinder horizontal opposed motor has never been applied to the motor bicycle prior to the advent of the type shown in the accompanying photograph. This is of English make, and is doubtless the outcome of the great amount of agitation raised over the question of building a really light motoreyele—one that may be carried upstairs by the dweller on the top floor who had no other place to store it—and it would seem to be designed to meet the great demand that is prophesied to spring up for such a ma-



chine, as its weight complete is slightly under sixty pounds.

The  $2\frac{1}{2}$  horsepower engine alone weighs but thirteen and one-half pounds, the bore and stroke of the cylinders being 2.3-1.6 inches. The flywheel is outside, and the engine entire with its muffler is clamped horizontally between the saddle post tube and lower strut of the frame as far down as possible without bringing it out of the level. Immediately beneath it and clamped to the same strut is a countershaft carrying two pulleys and a friction clutch combined. The transmission is by means of a chain direct from the motor pulley to this countershaft, from which the drive is taken to the rear wheel through a flat belt. The clutch allows the engine to be started by hand if desired, although the usual procedure is to mount with it out and pedal for a few yards. The clutch is then let in and the exhaust valve dropped, when the drive is said to be taken up almost imperceptibly, the machine running very quietly.

As a whole, it presents a rather neat appearance, and apart from the use of an engine of this unusual type for a motoreyele and the addition of a clutch does not embody any of the bizarre features that might naturally be looked for in an attempt to produce a machine to tip the scale at such a low figure. In addition to marketing the machine complete, the power plant will be sold separately for attachment to an ordinary bicycle; also a larger size of the same type rated at 5 horsepower.

"Motoreycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York.

## WINTER CARE OF TIRES

**Effects of Heat and Cold—Where it is Well Not to Store Them.**

It does not appear to be a fact any too well known that rubber is peculiarly susceptible to temperature changes, and that its life depends largely upon the temperature at which it is kept.

This is particularly the case with bicycle tires, as the rubber of which they are composed has been subjected to just that degree of heat in the course of the vulcanizing process that would give it the greatest amount of elasticity consistent with satisfactory lasting qualities. If withdrawn before being thoroughly cured, the rubber would be more or less plastic—if taken out very early in the process, or too soft and consequently lacking in durability if withdrawn between that point and the stage at which the process is complete. If permitted to remain too long the rubber enters the first stages in the production of an entirely different material familiarly known as "vulcanite," or hard rubber, and according to the length of time in excess of the proper period to which it continues to be subjected to the heat it becomes harder, until all resiliency is lost.

This is exactly what occurs to the tires of a bicycle that is stored in a room kept at a high temperature continuously; but naturally, owing to the great difference in the degree of heat used in vulcanization and that of even the hottest living room—unless the wheel be left near a stove, months will be required to note the effect, but then it will be too late, for the tires will be cracked. Strange to relate, however, freezing appears to have little or no detrimental effect on the rubber. This has been the experience of a cyclist who was in the habit of leaving his wheel out in a woodshed during the winter, and in severe weather the tires would become quite hard. A few hours in a moderately warm room, or at most a day or so, would restore them to their former state, and they saw five years' steady service before being discarded. On the other hand, tires on a wheel that was left near a stove during the winter began to give trouble at the end of six months and showed bad cracks in little over a year.

### Burglars Pay Kinloch a Visit.

Andrew Kinloch, a dealer at Paterson, N. J., is in hard luck. After closing up his shop on Saturday last for the winter, burglars, evidently intent on saving him storage charges, entered the establishment and relieved Kinloch of about \$100 worth of goods. He had packed up the goods, intending to remove them the following Monday.

### Wants a Motoreycle Badly.

Shades of Andrew Carnegie! An Essex man in England advertises a "three roomed cottage and five plots of valuable land" in exchange for a "light, low framed 1905 motor bicycle."



# IT'S TIME TO GET IN LINE

for the

# National Agency for 1906

It is one of the most valuable assets in the cycle trade to the dealer who knows how to make the most of a bicycle bristling with exclusive features of well proved merit.

---

NATIONAL CYCLE MFG. COMPANY, Bay City, Mich.

Real Tire satisfaction can only be obtained from a tire that has proved itself safe and reliable.

# FISK TIRES

represent the highest achievement of the tire-maker's art. They give perfect satisfaction where others fail—because every one is carefully made for service, as well as comfort.

Every User of a Fisk Tire is an Enthusiast.

They are a superb product for those riders who appreciate a far from ordinary tire

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THE FISK RUBBER CO., Chicopee Falls, Mass.





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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, NOVEMBER 25, 1905.

### To Reach for Holiday Trade.

Those dealers who foresee their only mid-winter opportunity should now bestir themselves to make the most of it. With Christmas less than a month away, if any of the holiday trade is to be secured plans must be laid to secure it.

If toys or any other seasonable side lines are to be sold, it is not too early to procure the necessary stock and to display it. It requires more than a week to fix in the mind of a passerby that a particular store is handling particular goods and in the same connection it is well to remember that "wares well displayed are half sold." Failure to grasp this fact is one of the chief failings of the average cycle dealer. He is too prone to cram his window with a miscellaneous jumble of all that his store holds. Nothing ever "stands out." Never or rarely ever is there anything attractive to catch the eye of the passer-by, and, generally speaking, the window display is not changed half a dozen times a year. At night the store and the window are niggardly lighted. Where this sort of thing prevails the holiday trade is not likely to be profitable.

However that may be, the dealer who purposes reaching out for such business must

now prepare for it. Novelties particularly in the line of mechanical toys are usually good sellers, but care must be exercised not to stock them too generously. Toy wagons and toy automobiles, of the pedal propelled sort, are well worth considering, while the up-to-date rubber tired velocipede is an article of which the cycle dealer should carry a sample at all times; it is directly in his line.

It goes without saying that the most should be made of juvenile bicycles. Very many more of them than is the case would be sold if proper effort was made. They make splendid gifts at all seasons. For the boys of larger growth the motor bicycle is a present for which half of them fairly yearn. Not a few of them can be sold at Christmas-tide, if the seed of suggestion is planted in the right soil.

Two questions are now becoming uppermost, "What shall I give?" and "What do I want?" It is the business of bicycle dealers to suggest bicycles and motor bicycles as answers. A postal card frequently is enough to convey the suggestion.

### Germany's New Tariff.

Germany's very substantial notice to the United States that two can play at the high tariff game, as disclosed by the new German rates, published on another page, is uncommonly interesting. The United States is in no position to howl, no matter how hard the thumbscrews may be applied.

For the last eight or ten years the American manufacturers have required tariff protection to about the same extent that a battleship requires protection from a paper torpedo thrown by a ten-year-old boy. They long have been able to take care of themselves, and to more than meet any competition that might arise from any source. The "infant industry" plea was worn to a frazzle years ago.

The only purpose our high tariff has served has been a harmful one. It has enabled the Englishmen and the Germans to point a scornful finger at us and to set up a loud cry of "Wolf!" However empty it may be, none can blame them. If the conditions were reversed—if the English and the German doors were closed to our bicycles, as our doors have been closed to their product, we probably would not fail to make the most of it, if it enabled us to control our own markets, to say nothing of the markets of other countries on whom our door is also shut tight—even those countries which never have and may never produce a single bicycle. It is the principle of the thing that hurts.

The steel trusts and the many other gigantic corporations that are so ably represented in the United States Senate, and whose products are in practically overwhelming demand abroad, may profit by the so-called protective tariff, but, so far as concerns the bicycle industry, the stand-patters of Congress have much to answer for in respect to the dwindling of its export business.

### How Dealers Lose Money.

It is not so strange that some of those engaged in the bicycle business rail at their lot. The strangest part of it all is that these pessimists cannot see how great is their share of the responsibility.

The very first necessity of any man engaged in any business is to have goods to sell, and yet it is a fact that not a few of these complaining bicycle dealers lack that very first essential of success. They do not carry in stock many of the ordinary articles of their trade, and perforce must turn away customers and profit when they present themselves.

It is a common complaint of cyclists that they no longer can enter a bicycle shop or store with any assurance of obtaining the simple sundries that they seek. A cyclist told us this fall that on one of the most travelled roads on Long Island he entered a place of the sort to purchase such a simple sundry as repair plugs for a single tube tire. The dealer had only the larger sizes, and to make them serve the rider had fairly to gouge a hole in his tire and then only to find that the plugs were so old as to be almost rotten.

During the summer we have had that state of affairs forced on us. Twice we endeavored to purchase a repair kit for detachable tires and failed, and three times were we unable to obtain even a sheet of patching rubber. An emergency chain link, a telescopic pump and a Billings & Spencer wrench were among other things that proved unpurchasable in other cycle stores. In the case of the wrench, the dealer first called on exhibited a wrench which he frankly admitted was "not much good," and which looked the part, and, although he endeavored to obtain one of B. & S. manufacture, he was unable to do so in his city, one of more than 50,000 inhabitants.

As this represents but our personal appearance, how very general must be this condition of things is easily imaginable. While it continues no dealer who shares the responsibility for it has legitimate reason for faultfinding with other than himself.



## ON THE ROY'S ROLLERS

### "Tige" McDonald "Wins in a Walk" and Sherwood Sets Up New Figures.

Urbain McDonald is not only champion of the Tiger Wheelmen, of New York City, but he is also home trainer champion of the city. He won this title at the roller races held in conjunction with the first annual entertainment and ball of the Roy Wheelmen, of New York, last night, 24th inst., at Tammany Hall. His time for one mile, the distance of the race, was 1:17 3-5.

About one thousand persons had assembled at Tammany Hall, intent on having a good time, and if they did not it was their own fault. There were clever monologue artists, magicians, songbirds, fencing bouts, wrestling matches, boxing bouts and home trainer races to entertain the guests in the early hours of the evening, and then came the ball. The feet had just begun to shuffle when the *Bicycling World* man "hiked" for home, half after midnight.

The home trainer race was easily the most interesting part of the varied programme, albeit there were only seven competitors. These seven riders represented that many clubs in New York, the Roys not being allowed to compete—it certainly showed fairness. The race was run in one heat, two riders occupying the rollers at a time. Otto Brandes, of the Edgecombe team, and Gustave Duester, of the Century Road Club Association, drew the first positions. Duester easily won out, nearly lapping his opponent. He finished the mile, eight laps, in 1:18 1-5, and would undoubtedly have scored the best time had he not misunderstood the signal to start. As it was he won second time prize and with it a pair of Palmer tires. Rudolf Stenz, of the Prospect Wheelmen, and Urbain McDonald, champion Tiger Wheelmen, mounted the machine next, and McDonald's time was 1:17 3-5, against Stenz's 1:23. For the rest of the evening "Mac" proudly displayed a gold watch, and at frequent intervals shouts of "Boom-a-racka, T-i-g-e-r," the war cry of the club, were wafted up from the thirst parlor below. It is interesting to note that until Tuesday night McDonald had never been on a home trainer. The closest heat, although not the fastest, was the one between Herman Hintze, Navarre Wheelmen, and Anthony J. Revello, Akron Wheelmen. Hintze led until the seventh lap, when Revello sprinted and the two hands kept even until one second before the finish, Revello winning out by one-fifth of a second. Edward Fanning, Brower Wheelmen, was minus a team mate, but rode a fast mile in 1:19 2-5.

Charles Sherwood, of the New York Athletic Club and vice-president of the Roy

Wheelmen, who holds the amateur middle distance championship of America, established a record for one mile on these rollers. His time was 1:12 3-5, and this popular rider was heartily cheered when the announcement was made. The summary:

1. Urbain McDonald, Tiger Wheelmen..... 1:17 3/5
2. Gustave Duester, C. R. C. Association..... 1:18 1/5
3. Edward Fanning, Brower Wheelmen..... 1:19 2/5
4. Anthony J. Revello, Akron Wheelmen..... 1:22
5. Herman Hintze, Navarre Wheelmen..... 1:22 1/5
6. Rudolph Stenz, Prospect Wheelmen..... 1:23
7. Otto Brandes, Edgecombe team..... 1:29

### The Most Ferocious of the Tigers

Urbain McDonald is the 1906 champion of the Tiger Wheelmen. Aside from developing McDonald and several other new riders of promise, the mere result may be of restricted interest, but the manner in which the championship was decided and the spirit and enthusiasm displayed throughout was refreshing and characteristic of that displayed in the early days of cycling. It required nine races to decide the championship of the club.



URBAIN McDONALD.

and each succeeding event was better than the one before, every one from the hard working president, Harry A. Gleisman, down to the lowliest private playing a part.

If it has accomplished nothing else, the championship series just concluded by the Tiger Wheelmen has at least taught some needed lessons to other clubs, not only of New York, but elsewhere. The officers of the Tigers believe in and adhere to the rule: "Do things and keep doing them! Stimulate club interest and the club will take care of itself." The proof rests in the Tigers' membership roll, which is about twice as long as it was.

By winning the championship McDonald, who displayed consistent form, annexed the Gleisman cup. McDonald scored 93 hard fought for points, and George B. Hunter, who scored 70 points, has been awarded a gold medal in appreciation of his plucky running up. The rider who secured the least number of points was given a bottle of "ketch-up," a

gentle reminder to strive harder next time. The score of the leaders is given in the appended table:

	M'Donald.		Hunter.		Morin.		Judge.	
	Pl.	Pt.	Pl.	Pt.	Pl.	Pt.	Pl.	Pt.
2 miles.....	1	20	4	14	8	6	10	2
1 mile.....	2	9	4	7	6	5	7	4
2 miles.....	1	10	4	7	6	5	0	0
Novelty.....	1	20	5	12	3	16	2	18
15 miles.....	4	7	9	2	8	3	—	—
20 miles.....	2	9	6	5	4	7	—	—
25 miles.....	2	18	1	20	7	8	—	—
10 miles.....	—	—	8	3	10	1	—	—
Total .....	93		70		51		24	

### Motorcyclists Must Make Weight.

In the effort to equalize the handicaps as far as possible and to discourage small-boy contestants, the Brooklyn Motorcycle Club has adopted a rule requiring that no contestant in their 25-mile handicap road race on Thursday morning next shall weigh less than 135 pounds; all who are under that weight must carry "ballast." The handicap limit has been fixed at 10 minutes 25 seconds. The prize list has been enlarged to include gold medals for both first place and best time and a silver one for the second man. There are also seven other prizes, one of them a year's dues in the club. As it is likely that there will be six or seven two-cylinder machines on the scratch mark, the pace promises to be unusually torrid.

### Where Handicaps were Generous.

Riding with a handicap of forty-five minutes, Richard Phillips won what may be styled the forty-mile road race of generous handicaps from San Francisco to San José, Cal., promoted by the Bay City Wheelmen, and held Sunday, 12th inst. The fastest time was made by Charles McLaughlin, who had twenty-five minutes start. His time for the forty miles was 1 hour 53 seconds.

### Now the Largest Motorcycle Club.

The San Francisco Motorcycle Club is now probably the largest organization of the sort in this country. At its November meeting 18 names were added to the roll, bringing the total membership up to 80. Further proof of prosperity is indicated by the establishment of clubrooms in the Jefferson Square Building, on Golden Gate avenue.

### Russian Crack a Victim.

From Russia comes the news that Serge Outochkine, one of their champion riders, has fallen a victim to a revolutionary mob, and is not expected to live. The Russian cyclist with the almost unpronounceable name was attacked by the mob while trying to save a Jewish shopkeeper from their wrath.

### Risden Hurls a Challenge.

C. W. Risden, of Los Angeles, who held the Los Angeles-San Francisco road record (about 500 miles) until it was recently broken by H. P. Christopherson, has blood in his eye. He has issued a challenge to Christopherson and every one else to race over the course.



## MUST WEAR THEIR COLORS

**To Make Six-Day Teams Distinguishable—  
Lap Prize Money to be Offered.**

When the steamer *La Lorraine*, from Havre to New York, arrives to-day, there will disembark the aggregation of foreign "cracks" that is expected to trim the American riders in the annual six-day race, and incidentally swell the gate receipts. As already announced, the race will be held in Madison Square Garden the week of December 4 to 9. Several important changes will be made in the running of the event. One feature which will no doubt be pleasing to those individuals who dislike to pay a dime for a programme is that each team will be compelled to select its colors and ride with them throughout the race. This rule is made to prevent any confusion and to assist the scorers, so that a repetition of last year's melee may be avoided. These colors must be solid, or if a combination of two colors the stripes or blocks must be at least three inches in width.

Other than this the same general rules of last year apply. Contestants must use only safety bicycles—they still put that in the conditions—whose driving wheel does not exceed 36 inches in diameter. Changes of mounts may be made at any time, but not on the turns. In case of a fall, caused by accident or foul riding, the referee may decide whether the contestant shall have credited to him on the score sheets any number of laps which may have been lost. In case a rider punctures his wheel or otherwise damages it he must not be off the track more than five laps, or else be relieved by his team mate.

To make the long grind interesting to the spectators, and which may be the means of piling up more mileage, it has been decided to offer \$350 in lap prizes. Beginning on Wednesday noon and continuing during the rest of the race the lap money will be divided as follows: \$50 for the team which leads the greatest number of laps between 12 o'clock and 6 p. m., and \$50 for the team which leads the greatest number of laps between 7 o'clock and 1 a. m. Lapped teams will have an equal chance in sharing these inducements.

The purses for the leaders at the end of six days remain the same as in previous years: First, \$1,500; second, \$1,000; third, \$700; fourth, \$500; fifth, \$300; sixth, \$250; seventh, \$200.

The race will start at 12:15 a. m. December 4, and finish at 10:05 p. m. December 9. The curtain will be raised on Saturday night preceding with the usual number of sprint races. W. T. Hall, of Canningtown, England, will measure strides with Hugh McLean, America's foremost pace follower, in a ten-mile motor paced race, and Matt Downey, the Boston amateur, who will team with Hall, will meet Teddy Billington, his runner up for the amateur championship this year, in a match race. In addition, there will be the usual amateur and professional events.

Those teams which have already signed to

ride in the six-day race are as follows, but as the entries do not close until to-night (Saturday) there may be additional teams:

**Belgian-Holland Team.**  
Arthur Vanderstuyft, Belgium; Johann Stol, Holland.

**New and Old England Team.**  
W. T. Hall, England; Matthew Downey, Boston.

**French Team.**  
Louis Troussellier and Decaux, France.

**French-Italian Team.**  
Jean Gougoltz, France; Antonio Vanoni, Italy.

**German-Argentine Republic Team.**  
Doerflinger, Germany; Antoine Dussot, Argentine Republic.

**Mexican Team.**  
Emil Agraz, Mexico; Fred Castro, Salt Lake City.

**Little Old New York Team.**  
Edward F. Root, New York; Joseph Fogler, Brooklyn.

**Long Island Team.**  
John Bedell, Lynbrook, L. I.; Memus Bedell, Lynbrook, L. I.

**Eastern-Western Team.**  
Floyd Krebs, Newark; Peterson, Chicago.

**Massachusetts Team.**  
Hugh MacLean, Chelsea; James F. Moran, Chelsea.

**Mormon Team.**  
C. L. Hollister, Salt Lake City; Norman C. Hopper, Minneapolis.

**Western Team.**  
James B. Bowler, Chicago; Hardy Downing, San Jose, Cal.

**Irish Team.**  
Patrick Keegan, Lowell, Mass.; Patrick Keegan, Boston, Mass.

### Famous Track is Blown Up.

The once famous Manhattan Beach track, the scene of so many memorable and stirring contests, is no more, and now there remains not a cycling course in all New York. It was blown up with dynamite last week, and the shattered cement carted off in Italian dump wagons. Its site will be parcelled into building lots. The veteran Will R. Pitman, who lives not far from the old track, heard the dynamite, and, seeing the work of destruction, the sentiment in him welled up. Accordingly he got out his trusty bicycle, and shouting, "Dago! Spare that track!" he made a circuit of it, and was the last man to do so. He also had a fall, not intentional, he affirms, and thus has the last fall to his credit. "Pit" carried away as souvenirs of the once famous battleground several pieces of the cement which bear the painted finishing mark.

### How Hall Hopes to Get His Money

Tommy Hall, the English pace follower, who is to team with Matthew Downey, the Boston amateur, in the forthcoming six day race, has attached the immense Frankfort track, according to advices from the other side. Non-payment of prize money alleged to be due is the reason.

## HIS HARD LUCK STORY

**Illustrating what Can Happen during a Day's  
Ride when Things Go "Dead Wrong."**

"Talk about your hard luck," said Harry A. Glieman, the well known New York dealer and rider, the other day. "I recently had an experience which seems to me to put all the tales of misfortune I have ever heard away back in the shade, and leave to me the unquestionable right to the possession of the cake. I have had my own full share of troubles first and last, and of these, my ample portion has been meted out to me along the road, but I am free to say that if any man can boast as long a string of troublous happenings in a single day's riding as befell me on my last trip to Southampton, L. I., he is welcome to all the glory the telling may gain for him.

"You see," he continued, "I had been planning to take a run down there ever since the Brooklyn Motorcycle Club's economy test, but had been putting it off from one week to the next, until at last I made up my mind I would go the following Sunday, come what might. As it happened, I was detained on Saturday night by work, which I could not put off, until 2 o'clock in the morning, and when finally I turned in at about 2:30 I was ready for a good long sleep. But I had made up my mind to get an early start, in order to make a good day on the road; and, accordingly, I had hardly dropped off to sleep—so it seemed—when my clock woke me to a realization that it was 5 o'clock and time I was getting ready for the start.

"The day began inauspiciously, for when I pulled out from the store my machine refused to start, a few turns of the pedals revealing the fact that the motor was not turning over at all. A hasty search revealed the fact that the driving sprocket was loose, and turning on the shaft. Ten minutes of tinkering and I was ready again, this time quite ready, it seemed, for the machine started up with a willing clug-clug, and what with the clear morning air and the exhilarating thrill of the motion I soon forgot that I had scarcely been out of my clothes two hours, and felt as fresh as the proverbial lark.

"Now, I never did believe in signs. Of course, you know, a lot of people take considerable stock in omens of one sort and another, and are forever on the lookout for those mysterious foretellings of the events to come. I never have been one of that sort, however, and so when I ran over a kitten just as I was rounding the corner of Broome street and the Bowery, I first anathematized the feline race, and then thanked my stars that I had escaped the fall that seemed certain for a moment. Nor did I reflect that she was black, and that while it is bad luck to run over a cat of any sort, it is certain misfortune to



run over a cat with a black spot in her hide—to say nothing of the calamities which may be brought down by over-riding one as black as the inside of your hat on a dark night.

"Turning off at Bedford Rest into the Eastern Parkway, I suddenly realized with a feeling of chill that I had forgotten to fill up my tanks, and, with not a little thankfulness that I had remembered it before I had run out of the needful altogether, I turned back to the first garage I could find for a supply of gasoline and oil. Once on the road again, things seemed more to my liking, for the road began to slip out from under my wheels like a gray streaky ribbon, and soon the sensation that I and the machine were stationary, while the macadam was gliding under us at a fifteen-mile clip, brought on a feeling of security and bred a restful stupor that almost was as soothing as sleep itself. But this was not to last, as it proved.

"Hardly had I gone two miles on my way when the most natural thing in the world took place. I had opened up at the beginning of a good stretch, when there came that old familiar bumping from somewhere beneath me—at first just a light touch, as though my mount in its flight through the night had unwittingly lighted on one of those 'high spots' they tell about and nothing more. Presently another bump, then several in more rapid succession, until, when there could be no further excuse for telling myself that it was not so, I got down and contemplated the flatness of that tire with no mingled feelings of disgust. I suppose it goes without saying that I had nothing in my kit with which to properly repair that particular tire. It is always that way, you know, and yet one always is surprised.

"I managed to botch up some kind of a job with what I had on hand and got on to Valley Stream, where I requisitioned the services of a pump with such good effect that I forgot all my troubles in contemplating the dawn—for just five minutes. Then the thing went flat again, and I determined to ride it that way until I came to a bicycle store, where I could get the necessary supplies. So I pounded it out as far as Amityville, where I had the luck to get some plugs that did not fit. Despite that, however, I managed to make some kind of a repair, and get on again after about fifty odd minutes of delay. The annoyance of a flat tire had even a greater effect on the machine than on the rider, it seemed, for the strain of those seventeen miles of bare road revealed itself before I had covered more than a couple of miles—in a broken battery connection. I was only off a moment on account of that, and then took up the line of march again. At a point about a mile outside of Bayshore the same thing happened again, much to my surprise, and once again, a few miles further. Each time the thing broke loose I made sure that I had fixed it for all time, and each time I

was as surely mistaken. Take it all in all, at the end of the trip I could look back on exactly nine dismounts caused by that self-same battery wire.

"At the Oakdale railroad crossing I must have been thinking of my troubles; surely I had not my eyes on the road or I should have seen the train a wee bit sooner. As it was, only the intervention of Providence saved me from an untimely end then and there.

"At Center Moriches, that same tire gave out again and brought me to earth with a malediction on my lips, for I was beginning to weary of the extreme variety of the ride. This time I was obliged to take out the tube, having failed to make it tight on the last occasion. This repair carried me as far as Good Ground, or thereabouts, and there, apparently five hundred miles from nowhere and ten miles further from anywhere, I had to do it all over again. Finally, just as I had begun to despair of ever getting there, I pulled into Southampton glad enough to get out of the saddle for the sake of rest, and not to patch up the machine. I was a trifle late for dinner and had to be content with the 'leavings.' I sat around for awhile until my courage was well recovered, and then mounted for the return trip, confident that I had had my full share of annoyances for that day and that nothing remained for me but a glorious ride home.

"I adhered to this belief until I had reached Eastport, and then received a severe shock to my nerves and my anatomy at the same time, when the recreant tire once more went back on me. I stuck it out till I had left the village behind, and then buckled down to the task which I had been staving off all along, hopefully telling myself that I could get on without it. Picking out a nice, little spot by the roadside, I dismounted, turned up my sleeves and prepared to take out the back wheel and put in a new tube. Naturally, in the course of the operation, I managed to get up against the hot muffler pipe, thereby securing a memento of the trip which smarted for the remainder of the day in a most assertive manner. As it proved, that was what I should have done long before, for the tire held up after that and gave me no further trouble. Indeed, once my confidence in the tire and its staying qualities was fully established, I became so joyous that I scarcely minded it when a fine drizzling rain began to seek out the tender spots in my surface and bedew them liberally. This uncomfortable condition of things lasted until I got to Valley Stream. Meantime, I was having my full quota of battery troubles, and had not ceased to dread them when I reached Valley Stream again, though I had not been bothered since leaving Lynnbrook.

"There I took on my lamp, which I had left in the morning, and was far from pleased to observe that the jolting of the machine on the rim, which had caused not

a few of my misfortunes, had so racked the lamp that I was fain to tie it up with sundry splices and bandages, until it looked like a sick baby. Also, while doing this, I lost my switch plug—a small matter in itself, but worth taking account of in the grand total. And so I journeyed on to Woodhaven, where, darkness having overtaken me, I sought to light up. I went into a farm house and borrowed a can of water and started to fill up the lamp reservoir. After pouring in fully enough of the liquid to fill three lamps, I observed that it was all running out of a hole in the bottom as fast as I was pouring it in.

"About this time, too, it began to rain again—harder than ever—and the effect it had upon the asphalt can only be appreciated by one who has attempted to ride under such circumstances when tired through and through. Up on the Easetrn Parkway a sudden deluge completed the wetting which, up to that time had only been partial, and added to my cup of misery, which was filled to overflowing, when, a half mile or so from Bedford Rest, my fuel gave out and I had to strip off the belt and continue by leg power. When, at length, I reached the corner of Bedford avenue, I felt for my watch to see what had been my rate for the last stretch, only to learn that my fob had gone to join the switch plug!

"After being detained there for an hour or so while waiting for the rain to quit, I sallied forth again in an endeavor to pedal the wet thoroughfares to New-York. Progressing but indifferently, I at length reached the bridge, and crossing over, turned uptown. At the corner of Third avenue, swerving out of the way of a carriage, I made a quick turn and slipped to the ground. I kept my feet, but the jar had been just sufficient to complete the destruction of the lamp bracket, which fell off. About that time, too, I noticed that the horn clamp had gone adrift, and that the bulb was missing. At Broadway and Forty-eighth street the upper part of the lamp went to join a few of my other accessories, and I left it lying there in the gutter with no compunctions whatever.

"Once more in sight of home, I looked down at my cyclometer, only to discover that it was mashed beyond all possibility of recognition and to notice, at the same, that two of the springs in the cushion fork were broken. And so, tired, wet and bedraggled, I crawled into the house, only to find a cold welcome and an empty larder—for the 'Missus,' having given me up for the night, had cleared away the table, had left me nothing to eat. It was too late to think of going out again, being somewhat after 10, and so, to cap the climax I went to bed supperless.

"Now, what do you think of all that?" he continued, shaking his head mournfully. "isn't that more than the proper allotment of woe for one man in one day? But just to prove to you that it might have been worse, I want to tell you that I caught that boy in the Brooklyn garage where I stopped on my way out—caught him just in the act of pouring gasoline in the oil tank! Oh, yes, it might have been worse, but I hate to think about that part of it."



## RARE RACING IN ARMORY

### Buffalo Witnesses Three Stirring Contests In Which Honors Were Well Distributed.

Judging from the intense excitement and unbounded enthusiasm that was displayed at the indoor bicycle races at the 65th Regiment Armory in Buffalo, N. Y., last Friday night, 17th inst., flat floor riding in the lake city is destined to become even more popular this winter than it was last. Three races were run, and the gruelling finishes that resulted in each easily took the lustre off the other games that invariably complete the make-up of the programme.

A one-mile novice was the first to be disposed of, and it was run in three heats and a final. H. S. Sykes, of the Ariel A. C., took the first heat, after a lively sprint with T. Stiglemeier, of the Standard Wheeling Club. H. W. Willyoung, of the Ramblers, trailed in third. The time was 2:49 2-5. In the second heat Vernon Barret, a dark horse, crossed the tape first, with N. M. Baker and T. Stauber, who finished in this order, closely hugging his rear tire. Time, 2:50 4-5. The third heat seemed cut out for Gussies, for Gus Hart finished first, with another Gus—Gurn was his surname—second. William Martin had the misfortune to fall. Time, 2:50 4-5. The final heat was closely contested and brought forth prolonged applause from the galleries. Stiglemeier and Sykes rode neck and neck from the crack of the pistol and it was only a matter of inches that the former crossed first. Barret was third. Time, not taken.

The final heat of the two-mile handicap went to E. Koch, who had 45 yards' handicap. W. E. Bauman, 65 yards, finished second, and A. W. Holmes, 85 yards, crossed the tape third, but was disqualified for "boring." Third place was given to E. Delling, who had 75 yards. Time, 5:16.

The five-mile open was a "cracker," and the pick of Buffalo's riders faced the starter. Fred Schudt, of the Standards, won the first heat by a narrow margin from Charles McCracken, one of the Ramblers' fast men. In the second heat Richard J. Hoover, of the Moonshiners, beat Alfred Mercer, of the 65th Regiment, by less than a wheel's length, and the finish between A. H. Holmes, E. Dellinger and Gurney Schue in the third heat was alone enough to bring the spectators to their feet. These riders finished all qualifying for the final.

This was one of the greatest struggles that has ever been witnessed in Buffalo. First, Mercer, then Schudt, Hoover, or sometimes McCracken and Holmes would lead the bunch. At the bell they were all bunched, when suddenly Schudt unwound a sprint that must have surprised even himself. He flashed over the tape only a length in front of McCracken, with Hoover close up. It was a thrilling finale, and the entire assembly

arose to the occasion. The time was 14:10 1-5. Summaries:

One-mile novice—First heat: H. S. Sykes, Ariel A. C., first; T. Stiglemeier, Standard W. C., second; H. W. Willyoung, Rambler B. C., third. Time, 2:49 2-5. Second heat: Vernon Barret, Ariel A. C., first; N. M. Baker, Ariel A. C., second; T. Stauber, Ariel A. C., third. Time, 2:50 4-5. Third heat: Gus Hart, Standard W. C., first; Gus Gurn, second; William Martin fell. Time, 2:50 4-5. Final heat: J. Stiglemeier, Standard W. C., first; H. S. Sykes, Ariel A. C., second; Vernon Barret, Ariel A. C., third.

Two-mile handicap—First heat: E. Koch, Standard W. C. (45 yards), first; E. Delling, Ariel A. C. (75 yards), second; Fred Schmidt, Standard W. C. (scratch), third. Time, 5:16 3-5. Second heat: J. M. Tanner, Moonshiners (70 yards), first; H. W. Willyoung, Rambler B. C. (140 yards), third. Time, 5:19 3-5. Third heat: C. J. Smith, Standard W. C. (20 yards), first; W. E. Bauman, Ariel A. C. (65 yards), second; Charles McCracken, Ramblers B. C. (25 yards), third. Time, 5:15 3-5. Fourth heat: A. W. Holmes, Pierce Arrow A. C. (85 yards), first; Vernon Barret, Ariel A. C. (140 yards), second; Gus Hart, Standard W. C. (160 yards), third. Time, 5:27 2-5. Final heat: E. Koch, Standard, first; W. E. Bauman, Ariel A. C., second; A. W. Holmes, Pierce Arrow A. C., third. Time, 5:16. Holmes disqualified and E. Delling given third place.

Five-mile open—First heat: Fred Schudt, Standards, first; Charles McCracken, Ramblers, second; J. M. Tanner, Moonshiners, third. Time, 5:36 3-5. Second heat: Richard J. Hoover, Moonshiners, first; Alfred Mercer, 65th Regiment A. C., second; W. E. Brunner, Ariel A. C., third. Time, 5:37. Third heat: A. W. Holmes, Pierce Arrow A. C., first; E. Dellinger, Ariel A. C., second; Gurney Schue, Rambler B. C., third. Time, 5:37. Final heat: Fred Schmidt, Standard W. C., first; Charles McCracken, Rambler B. C., second; R. J. Hoover, Moonshiners, third. Time, 14:10 1-5.

### Karl Kron Bobs up in Blairgourie.

The eccentric "Karl Kron" has turned up in Scotland. His arrival at Blairgourie on his familiar 52-inch full nickelled Columbia "ordinary" is recorded; of course, it created a mild sensation. "Kron" has evidently discarded that once dearly prized nom de plume, as he appears to be now travelling under his own name, Lyman H. Bagg. In earlier years, whenever his name appeared in print, this queer character usually suffered attacks of hysteria. Bagg, however, is still fondly cherishing the delusion that he is touring around the world. He apparently so told the Scotchmen, giving them as the date of his departure April 24, 1884, which is about the time he began work on his ponderous and unique volume "Ten Thousand Miles on a Bicycle." "Kron's" wheels have been going around ever since an unappreciative public failed to make that work profitable.

## DYER DECIDES TO RETIRE

### Century Road Club Loses a Rare Official— New Names on the Slate.

P. A. Dyer is not to be president of the Century Road Club of America next year; not because the organization does not want him, but because Mr. Dyer has insistently desired to be relieved. The retirement of Mr. Dyer marks the retirement of a man the like of whom it will be difficult for the Century Road Club of America, or, for that matter, any other organization, to replace. Mr. Dyer is a thorough sportsman and philanthropist in every sense of the word. During the two years of his incumbency he not only worked faithfully, but he proved his faith by his works by digging deep into his pocket. When funds were needed the Brooklyn man never failed to provide them. In one instance, when the club was promoting a race and prizes were required, it is known that the president went down in his pocket and personally paid for two high grade wheels and two gold watches. It was not the only time, either, that he did that sort of thing. A. G. Armstrong, of New York, who is slated as his successor, is a man of ripe experience, and his work for the club will doubtless manifest itself. All the other national nominees are well known and are as follows: For first vice-president, F. H. Watrous, Chicago, Ill.; second vice-president, Albert D. Rice, Winthrop, Mass.; treasurer, Harry Early, Bayonne, N. J.; secretary, Fred E. Mommer New York.

The division offices to be filled and the candidates follows:

New York Division—For centurion, Frederick J. Wiemann, New York; for secretary-treasurer, Ernest C. Grupe, Brooklyn. New Jersey Division—For centurion, Fred Peterson, Newark; for secretary-treasurer, Chester Graham, Bayonne. Illinois Division—For centurion, John A. Peterson, Chicago; for secretary-treasurer, Arnold J. Remmen, Chicago. Massachusetts Division—For centurion, Fred I. Perreault, Malden; for secretary-treasurer, W. J. Shea, Dorchester. Ohio Division—For centurion, C. D. Peck, Sandusky. California Division—For centurion, William J. Hampshire, San José.

### Adee is Again Renominated.

"Good Old" Daniel M. Adee, of New York City and Metropolitan, L. I.—he lives in one place and sleeps in the other—has been nominated to succeed himself as president of the Century Road Club Association. Adee wanted to get out of harness, but they wouldn't let him do so. The other nominations are as follows: For first vice-president, Paul Thomas, New York City; second vice-president, J. F. Breit, Chicago; secretary, E. Lee Ferguson, New York City; treasurer, Dr. A. C. Griffin, Whitestone, N. Y. The election will be decided by a mail vote from December 1 to 18.



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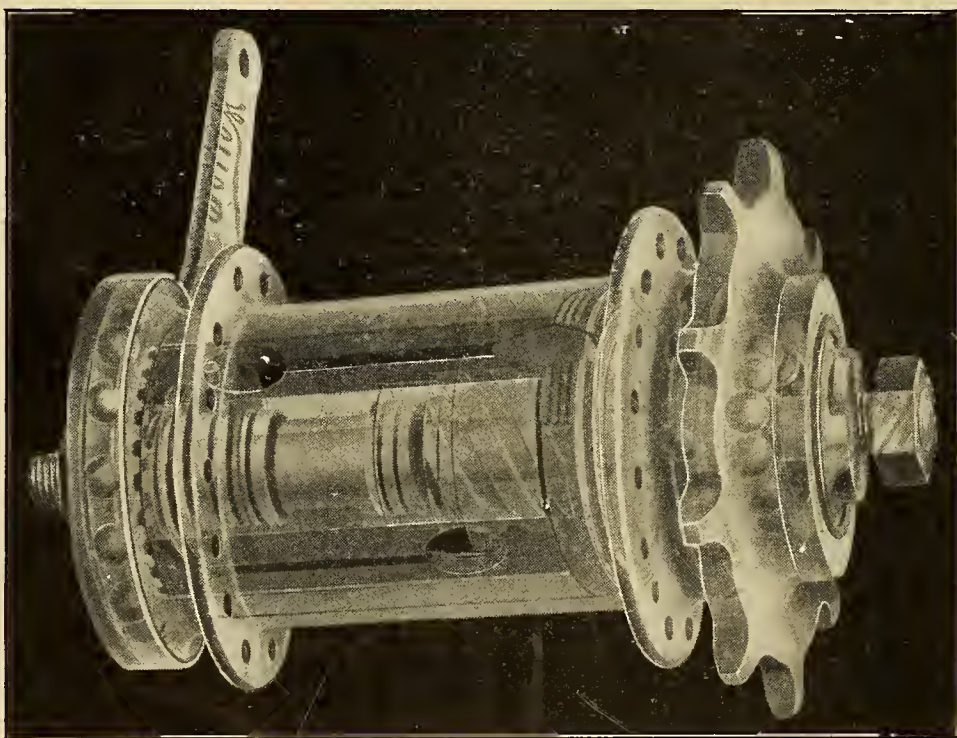
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## CONCERNING CARBIDE

### Some Interesting Facts About Its Discovery. Production and Peculiarities.

It is erroneously supposed by many people that calcium carbide, as commonly known, is found in a natural state, or as a product of mining operations, but there is apparently no record of a natural product in any way closely resembling carbide of calcium ever having been discovered, says the Motor Review. It is true that the French chemist Bertholet—who in 1862 first discovered acetylene—has publicly stated that it may have been the action of a kind of carbide produced naturally, which led to the formation of petroleum deposits, but this, of course, is a theory which up to the present has received no practical substantiation.

That mining accidents have been brought about owing to the action of water on natural calcium carbide is quite out of the question. The gas found in coal mines and to avoid the danger from which Sir Humphrey Davy invented his safety lamp, is quite a different gas to acetylene. It is represented by the formula  $C_4$ , and, according to Newth, "it is one of the products of the decompositions which have resulted in the formation of the coal measures." Acetylene is symbolized by the formula  $C_2H_2$ . As furthermore showing the erroneous nature of such a supposition, the Davy lamp behaves quite differently when acetylene surrounds it and when fire damp is in question.

The molecular weight of fire damp is only 16, and its density only 8, as compared with 26 and 13 respectively for acetylene.

The chemical name of fire damp is methane, and some chemists state that fire damp may have been caused by the action of water for centuries upon carbide of aluminum.

Sir Humphrey Davy was a chemist of the first magnitude, and if he had found acetylene in a mine he would have given it its proper chemical formula, whatever name he might have called it by.

Calcium carbide is formed by the fusing of unslaked lime and carbon in an electric furnace, and at a sufficiently high temperature to render both into a molten condition.

Commercially speaking, the manufacture of calcium carbide has not been a profitable venture, but few of the manufacturers having reaped much benefit from this commodity except so far as regards the last two years.

Huge sums of money have been lost upon it, due really to professors in the early stages of the industry arguing that rough slag usually found around pit mouths was suitable, and that carbide could be produced for from \$20 to \$25 per ton. Taking the cue from these professors, works sprang up in various parts of the country where the raw material

was to be found in great profusion. One of these factories started near Birmingham, England, and had a very short life, indeed, the material in the district being found quite unsuitable, coupled with the fact that steam power had to be employed for generating the electric current for fusing the materials, soon sealed the fate of the company.

Another factory which enjoyed a much longer existence was formed at the Falls of Foyers, in Scotland. Here the founders argued that not only had they the raw material in profusion, but water power also. It was soon discovered that here again the materials of the district were unsuitable for the purpose. The company then fell back on coke procured from the corporation, but fin-



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ally the raw materials for this factory were drawn from South Wales.

As a commercial speculation the venture was also a failure, and the manufacture of carbide was ultimately abandoned.

The United Alkali Co. also turned their attention to carbide manufacture, and, although the concern ultimately succeeded in making carbide of very good quality, the manufacture of it has been abandoned, so that at the present moment there is actually no carbide manufactory in Great Britain. One or two works have been started in Ireland, but these do not appear to be in a flourishing condition.

In proof of the error contained in the statements of those professors, it has been found that only the very best qualities of coke can be used for the purpose—in fact, the carbon used in the manufacture of calcium carbide should be absolutely free from all impurities whatsoever.

Throughout the whole of the carbide industry only two firms have so far succeeded in paying a dividend, one a firm in Italy and the other the Wilson Carbide Co., of Amer-

ica, calcium carbide being first brought into commercial use by Wilson's discovery in 1888 of the modern method of preparing this commodity. The firm that bears this discoverer's name harness the power for their works from the falls of Niagara. Incidentally, Wilson himself is an old cyclist. For years he was a member of the long famous Kings County Wheelmen, of Brooklyn, N. Y.

The Wilson Co. were the original patentees of calcium carbide, all other firms having to manufacture under license from them, and, although the Falls of Foyers firm was one of the licensed factories, they claim to have been the first to produce a marketable product. As a matter of fact, they did succeed in producing the finest carbide in the world.

This unfortunate state of affairs was due, no doubt, to the fact that the professors had educated the minds of the public to the idea that carbide could be bought at a price at which it was ultimately proved it was impossible to produce it.

Nearly all English supplies are at the present time drawn from the French, Italian and Swedish factories.

Carbide in its raw state is most sensitive to atmospheric action, and even when packed in airtight tins. Air is, of course, present with the carbide in the packet, and generation of gas is practically always going on, so that the longer that carbide is kept in stock after manufacture the more it deteriorates.

With a view to overcoming this serious defect various more or less successful attempts were made to minimise this action by coating carbide with certain preparations which would neutralize and protect it from the action of the air.

Among these preparations paraffine and sugar mixed are the most generally adopted mediums used for this purpose, though in the case of one or two well known firms secret formulae of their own are employed to effect the same object.

There is no doubt that the coated carbide has an advantage over the raw article. Coated carbide can be kept in stock without any perceptible deterioration, and great economy is no doubt effected by its use, as by reason of the protective qualities of the medium with which it is coated, water only attacks the surface of the carbide, instead of passing straight through it, as in the case of the raw carbide. Thus, owing to water having a much slower effect on the coated carbide, decomposition is much slower and ceases within a very short time after the water is turned off, and its economic properties are shown by the fact of being able to relight the lamps repeatedly so long as any of the carbide remains.

In the raw or uncoated state it is impossible to realize economy, for it so rapidly and easily absorbs moisture, that even after the water supply has been turned off, generation of gas still goes on until all the moisture has been used up, which, as a rule, only



ceases when the whole contents of the container have become utterly decomposed, and, of course, of no further use for the generation of acetylene gas.

In using calcium carbide to provide illumination for bicycles or motor vehicles, and where there is no means provided of immediately shutting off the gas from the burners, in conjunction with shutting off the water supply, it is common knowledge and a cause of great annoyance that the light still goes on and only dies out very gradually, and that not until the burners have become carbonized or sooted up, necessitating taking out and cleaning them before the lamps can again be used.

Carbonizing of the burners and its cause is readily explained by the fact that immediately the water is turned off and ceases to act on the carbide pressure also ceases, not suddenly, but gradually, so that the light gradually dies down to a mere glimmer, and all the time owing to lack of proper pressure the gas does not rise and burn off, but instead clings to and condenses on the burners, where it is but half burned up, and in that way carbonizes in the passage of the burners.

Pressure plays a most important part in acetylene lighting, owing to the fact that acetylene gas is about the same density as the atmosphere, in which respect it is very different to coal gas. The latter being lighter, always rises to the highest point. Therefore, to

insure keeping the burners clean, some safe and suitable means should be adopted whereby immediately the lamps are finished with, the lights may be put out and the course of the gas diverted from them. Ignorance upon this important point as to weight and density of acetylene gas is often followed by serious consequences, illustrative of which is the fatality which occurred at Burton-on-Trent about a year ago. A householder, whose residence was illuminated by acetylene gas from a generator fixed in a room in the house, discovered a leakage caused by a broken joint in the receiver. He at once—as he thought—emptied the receiver and called in a plumber to solder up the joint. Now, although every means of escape had been provided for the gas, yet, owing to its being of similar density to air, the gas had not exhausted itself beyond the air pressure, with the result that, while the plumber was at work the heat of his soldering iron ignited the gas, causing thereby a frightful explosion, which killed the man, and would also have claimed the owner had he not turned a moment before, being attracted by his child which entered the room.

Another case illustrative of this peculiarity of acetylene gas of lingering and ultimately exploding is that of an experiment carried out in Germany. Acetylene gas had been passed into a large iron tube for experimental purposes. The tube was afterward placed out in the open, and both ends left

open for the escape of the gas. After several days had elapsed a lighted match was thrown down near the tube by a smoker, with the result that an explosion caused the death of one or two people near, who were struck by flying pieces of the burst tube.

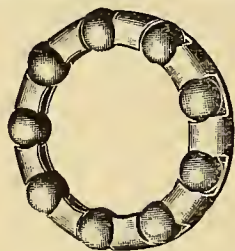
#### Blames Dogs for the Decline.

"L. H. R.," who sometimes earns a little spare change by writing for the Newark (N. J.) News, thinks he can ascribe a cause for the so-called decline of cycling. He says:

"Sunday P. M. ye scribe went bicycle riding for the first time in ten years. He did not ride very far. By the time he had got to the edge of town his trousers were hanging in shreds, so he came home back streets. Dogs was the reason. Three times in every block he was bitten by dogs as he pedalled past, and in one block five dogs took a bite. It was not so in the old days. The automobile is responsible. People sic their dogs on to the autos now, and pretty soon the dogs get so they run out and snap at anything on wheels. That is why bicycling has died in its infancy."

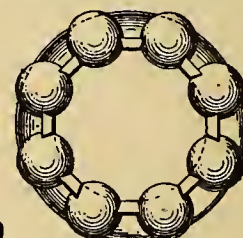
#### Young Casey's Popular-Priced Bicycles.

John Casey, a ten-year-old boy of Springfield, Mass., who cherished an innate desire to do a cut-throat business, will now have an opportunity to see the error of his way. He was arrested last week on the charge of stealing bicycles and selling them for 25 cents apiece.



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## WON ON SINGLE TUBE TIRES

### Australia's Banner Race Brings Woe to Promoters—How Riders Were Cared For.

What has now come to be the greatest road race in Australia was decided on Saturday, September 30, when W. E. Hawley, with a handicap of 25 minutes, won the classic Dunlop road race over the course from Warrnambool to Melbourne, his actual time being 7:52:26 for the 165 miles. In addition to winning the race, Hawley won first time prize, and came within 10 minutes of breaking the record for the course. It was no mean performance to finish first out of a bunch of 197 starters—the pick of Australia's clubs—and make such remarkable time. Out of this number of starters 116 riders finished the long journey.

Weather conditions were very bad. It had rained along the coast during the early hours of the morning, and although the showers kept off while the men were being sent away, the road, especially up to Terang, 30 miles, was enough to take the heart out of some, the mud in places being inches deep. The ride through the Camperdown district was cold and showery, and the contestants were subjected to a driving rain and hail.

Several novel features were instituted in the race. One of the penalties imposed was that a rider must finish on the same machine on which he had started. The arrangements made by the promoters for the comfort of the riders were complete, and might well be used to advantage in road racing in this country. When the acceptances closed the probable number of those who would visit Warrnambool was known, and accommodation secured at the various hotels. In addition to this the officials, after instructing the competitors to have their spare clothing properly tied up and labelled, engaged a wagon and called at the various places and collected the luggage, conveyed it to the railway station and placed it in a van attached to the ordinary train. At the Melbourne end a conveyance was waiting, and on arrival the clothing was taken to the city baths, ready for the racers when they had completed the journey.

The contestants were further relieved by having food supplied to them at six different places along the route. The first station was at Camperdown, forty-three miles, when the road rises over a spur of Mount Latta, and here each man secured a satchel containing three bananas, four oranges, quarter pound each of chocolate, muscatel raisins and specially prepared beef sausages, a quantity of celery and a pint tin of warm milk and bread sweetened. At Mount Gellibrand, eighty-six miles, milk was served out; at Mitchelsea, egg flip (half a pint) or plain milk was obtainable. At Geelong North, 122 miles, another satchel and warm bread and milk, as at Camperdown, was picked up, while more milk was dispensed at Little River, 135 miles, and bovril and bananas at Werribee, 145 miles, upon which they covered the last twenty miles.

The total quantities of food supplied by the Dunlop company were as follows: 90 gallons milk, 20 loaves bread, 21 pounds sugar, 10 pounds bovril, 65 pounds specially prepared beef sausages, 90 dozen bananas, 160 dozen mandarins, 66 pounds muscatel raisins, 66 pounds chocolate, 12 dozen eggs, 20 bunches celery and half a gallon port wine. In addition to this, a quantity of edibles was provided at Colac, for owing to the cold and hard ride from Camperdown many of the riders had eaten all supplied to them at the latter place and were hungering for more. No less than forty checkers and food distributors were engaged along the route.

One noteworthy feature of the race was that for the first time in its history the winner used single tube tires. The first five riders to finish were: First, W. E. Hawley, Victoria (25 min.), 7:52:26; second, R. Finlay, Victoria (50 min.), 8:27:37; third, E. J. Turner, Victoria (50 min.), 8:27:38; fourth, W. J. McLeod, Victoria (38 min.), 8:16:37; fifth, R. Hird, New South Wales (35 min.), 8:20:50; sixth, H. W. Sargent, Victoria (45 min.), 8:30:53; seventh, C. Reynolds, Victoria (42 min.), 8:28:50.

### Physical Culture for Bay View.

With snowtime in sight the Bay View Wheelmen of Newark, N. J., have "gone into" physical culture. A good start has been made, and the prospects promise well for the winter's indoor sport. The home training machine, bought from Root and Dornon, the winners of last year's six day race, will probably be a centre of attraction. The wheelmen went to Elizabethport last week and bought in bulk the entire outfit of the Elizabethport Turn Verein. The stuff has been shipped, and when the Bay View Wheelmen get it installed in place, they expect to have a pretty attractive sort of a gymnasium. In order to be right, they have gone into the camp of their friendly rivals, the National Turners, and have engaged Theodore McLearn, the Turner's wrestling champion, to be physical instructor to the Bay View Wheelmen.

### Road Records Behind an Automobile.

Despite the lateness of the season, the old French pace follower, Bouhours, is still after records—road records, however. The French Association recognizes road records, and Bouhours's time for 100 kilometres, 1:37:53 and 2:45:30 for 100 miles, have been recognized as world's records. He was paced by a 30-horsepower automobile, another unaccountable French vagary.

### Paris May Los: Winter Track.

News from Paris states that the winter track, built in the Galerie des Machines, and which is at present in full swing, may disappear at the end of December, just when the winter season is at its zenith. The reason is that the Town Council has decided that the immense building, which dates from the 1889 exposition, is to be pulled down.

# In 1905 THE INDIAN



**WON**  
Every  
National Championship  
Every  
Hill Climbing Contest  
except half of one.  
Every  
Economy Test  
The  
Mile Record  
13 MEDALS  
in the  
F.A.M. Endurance Contest  
and an overwhelming majority of  
minor races and other events.

In previous years, its record was as impressive. For instance, in 1903 and '04 it won the only gold medals offered in the national endurance contests and also the only gold medal awarded motorcycles by the St. Louis Exposition.

**LUCK**  
plays no part in such remarkable and long sustained performance in public competitions. The moral is obvious.

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Springfield, Mass.



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5 cents per line of seven words. cash with order.

**WANTED**—Second-hand Indian Motorcycles  
I also want the trade of motorcyclists everywhere for supplies, ammeters, hydrometers stands, spark plugs, belt hooks, chain links, batteries and everything else. F. B. WIDMAYER Motorcyclists Supply House, 2312 Broadway, New York.

**FOR SALE**—Indian Motorcycle 1905, almost new, \$160.00. Indian 1905, \$125.00. Rambler 1904, new, \$150.00—Rambler 1904, \$125.00. Complete stock of Indian and Rambler Parts in stock. Home trainers to hire. TIGER CYCLE WORKS CO., 782 Eighth Avenue, New York.

**TWO** Second Hand Indian Motorcycles, guaranteed; perfect condition; new bushings, all improvements; \$125.00 each. New Model A Columbia, \$125.00 New 1904 Rambler, \$150.00. Four H. P. Mitchell, \$75.00. F. A. BAKER & CO., 1080-82 Bedford Ave., Brooklyn; 20 Warren St., New York

**FOR SALE**—Light machine shop and bicycle sale and repair business. Automobile work can be added to advantage. Old established and doing good cash business the year 'round. Excellent opportunity for any one mechanically inclined and desirous of going into business. Located near New York. Terms to suit. Reason for selling is, wish to retire. Investigation solicited. X. Y. Z., care of Bicycling World.

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33 Murray Street, NEW YORK,

CARRY A COMPLETE STOCK OF

**BICYCLES, TIRES, SUNDRIES**

CAREFUL ATTENTION PAID TO  
PROMPT SHIPMENT.

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**BICYCLES and MOTORCYCLES**

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2,500,000

**STEEL BALLS**

Also full line of

**BICYCLES AND SUNDRIES.**

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**GEO. W. NOCK, 126 N. 4th St., Philadelphia, Pa.**

### French Ideas of Fractures.

In regard to the well known phenomenon of the fracture of metals which have been subjected to a prolonged strain or excessive vibration, a French engineer is responsible for the theory that if metals which have been so strained are left to themselves for a sufficient length of time they will recover their former resisting power. This subject is particularly interesting to the bicyclist, because the theory of crystallization is used to account for many otherwise inexplicable fractures of well made and apparently sound parts.

The idea is that the continued vibration, and, in a measure as well, continued strain of considerable magnitude, tends to cause a

rearrangement of the molecules of the metal, changing the texture from a condition in which it is distinctly fibrous to one in which it is granular and not unlike that of cast iron. It is well known that some metals if allowed to rest do regain their former consistency to a certain degree, but of the exact nature of the change, either in the first or second instance, but little is understood.

Certainly, the Frenchman's theory that when left to themselves for a sufficient length of time the little molecular particles automatically rearrange themselves in the way in which they were placed in the course of the process of manufacture is delightfully interesting; but it lacks any practical confirmation. As a matter of fact but little is known of the intimate behavior of the particles which go to make up the metals, though there are theories in plenty to account for certain of the results of various conditions. Fortunately for the rider, the higher grades of steel are capable of resisting a great deal before the mysterious condition of "fatigue" overtakes them, and the delving into the reasons which account for it can be left to scientists.

### Recovering a Lost Bicycle in France.

The recovery of a stolen bicycle is said to be far from being an easy matter in France as would appear from the following story told by the Paris correspondent of a London daily: A cyclist named Thibal lost a bicycle which had been left in charge of an innkeeper. Bidard was alleged to have stolen it. The police informed Thibal that they had caught the thief and recovered the bicycle. Thibal, after much trouble and red-tape formality, established his own identity and went to the lost property office to claim his machine. He was first requested to write a full account of the whole business. Then he was taken into the presence of 2,000 lost bicycles. He identified his own; but the clerk refused to hand it over as it bore a ticket with the name Bidard. Thibal explained, and was told to go back to the prefecture of police for an order authorizing Bidard's machine to be handed to Thibal. Fresh trouble. The police now insisted that Thibal was Bidard, and served him with an indictment. Again he proved his identity as Thibal, and again he claimed the machine; but was told that it was now legally the property of the law and would be retained as evidence in the Bidard trial. Then Thibal decided to give it up as a bad job.

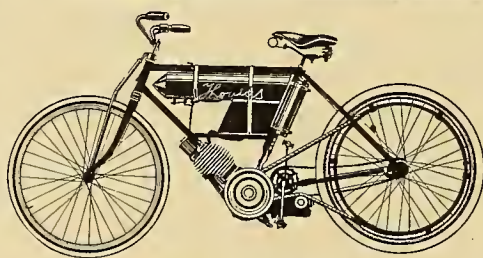
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### OILER.

For High Grade Bicycles. The best and neatest Oiler in the market, **DOES NOT LEAK.** The "PERFECT" is the only Oiler that regulates the supply of oil to a drop. It is absolutely unequaled. **Price 25 cents each.** We make cheaper oilers, also.

Cushman & Denison Mfg. Co., 240-2 W. 23d St., N. Y.



1906 Model No. 44

**THOMAS AUTO-BI**

PRICE, \$145.00

### IGNITION.

Thomas flexible wire connections used on every joint. Ignition troubles a thing of the past on the 1906 Thomas. Agents wanted everywhere

**The Thomas Auto-Bi Co.**

1443 Niagara St., BUFFALO, N. Y.

## HIGH GRADE

wheels must have the  
best equipments,

There is nothing that gives more value for  
the money than the use of the

## MORSE TWIN CHAIN



**NOISELESS IN MUD, WATER OR  
DUST AND ALWAYS EASY RUNNING**

The only chain having **Frictionless  
Recker Joints.** Insist on having the  
Morse Twin Roller. Fits regular  
sprockets.

Send for Catalogue and  
Trade Price to

**Morse Chain Co., Trumansburg, N. Y.**



## The Week's Patents.

803,659. Pneumatic Tire. Arthur S. Allen, Brookline, Mass. Filed Nov. 12, 1904. Serial No. 232,412.

Claim.—1. A tire comprising a body of india rubber containing a layer of inter meshed oppositely wound united wire coils embedded therein, the coils crossing said body transversely of its length.

804,216. Brake for Cycles. Walter H. Cocks, Ealing, England. Filed Nov. 7, 1904. Serial No. 231,728.

Claim.—1. A brake for motor-cycles comprising a bracket adapted to be clamped to one of the members of the lower back fork of the cycle, an L-shaped level pivoted to said bracket, a shoe transversely adjustable on said level, a grooved driving pulley on the

driving-wheel of the cycle, a friction-block carried by said shoe and adapted to engage the groove in the driving-pulley, and a transversely arranged trip-piece carried by said level and arranged to be engaged by one of the pedal-cranks of the cycle when the said crank is given a backward rotation.

804,284. Device for Removing the Sediment from Gasolene. Harold D. Waterhouse and Frederick W. Green, Quincy, Mass.; said Green Assignor to said Waterhouse. Filed Dec. 3, 1904. Serial No. 235,335.

Claim.—1. A pipe-strainer comprising a casing having a vertical chamber, a horizontal outlet-pipe communicating with the top of said chamber, a hollow screw-plug provided with a closed end tapped into the bottom of said chamber, a wire screen interposed be-

tween said plug and said outlet and extending over the open end of said plug, an annular passage around said plug near the bottom of said chamber and communicating with the interior of said plug, and an inlet extending from a point near the top of said chamber and communicating therewith near the bottom thereof.

804,368. Resilient Tire. William F. Beasley, Plymouth, N. C., Filed Dec. 15, 1902. Renewed Jan. 9, 1904. Serial No. 188,405.

Claim.—1. A resilient core for a tire consisting of a sinuous band of rubber having an independently and separately formed strengthening-wrapping vulcanized therearound, the truss-walls formed in the band being unconnected at their sides except by the independently and separately formed wrapping, substantially as described.

# Schrader Universal Valve.

(Trade Mark, registered April 30, 1895.)

## NOTICE.

Manufacturers of Bicycles, Jobbers and Dealers:

In order to facilitate the obtaining of

PARTS of the  
Schrader Universal Valve,

I have concluded to sell  
parts only to the general  
trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all the makers.  
or from A. SCHRADER'S SON. Price List and description of  
parts sent on application.



99-1

99-2

99-3

99-4

## SIMPLE AND ABSOLUTELY AIR-TIGHT

Manufactured by

A. SCHRADER'S SON, Inc.

ESTABLISHED 1844.

30 and 32 Rose St.,  
New York, U. S. A.



## WE MAKE "EM" BOTH.

### D & J HANGERS.

Single,  
Tandem,  
Triplet,  
Quad.  
and  
Motor  
Cycles.

THE  
ONLY  
HANGER  
THAT'S  
FAST.

### Hudson Bicycles

are better than ever.  
Riders want some-  
thing Foxy—  
THAT'S US.

Prices, \$50.00, \$40.00, \$35.00,  
\$30.00, \$25.00.

Don't Take Any Other Liberal Discounts to the Trade.  
THE HUDSON MFG. CO., Hudson, Mich.

## "MOTORCYCLES AND HOW TO MANAGE THEM"

REVISED EDITION

BOUND IN CLOTH

The Only Book of the Sort in Existence

CONTAINS A MINE OF VALUABLE  
INFORMATION

PRICE, FIFTY CENTS.

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154 Nassau Street,

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BALL  
RETAINER  
IS USED.

With millions in daily use, it has stood the test for  
more than five years and is adaptable to ball bearings of  
any kind.

If you are users of ball bearings we would be pleased to hear  
from you and mail you our catalog with the latest information  
which we know would be profitable and interesting to you.

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## Worcester Pressed Steel Co.

Successors to the WORCESTER FERRULE AND MFG. CO. Established 1883.

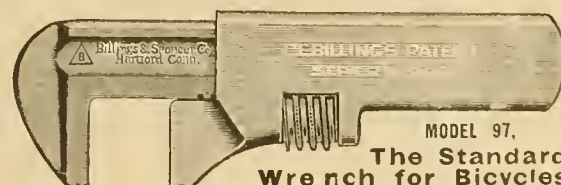
Light and Heavy Metal Stamping and Cold Forging.

Ball-Bearings, Stove Trimmings and Sheet Metal Specialities,  
Automobile, Bicycle and Electrical Fittings.

CHICAGO OFFICE,  
1064 Monadnock Block

MAIN OFFICE AND FACTORY:  
Worcester, Massachusetts.

Those who have used them  
most will tell you that  
**Duckworth Chains**  
are the most satisfying  
chains ever applied to  
Bicycles or Motorcycles.  
DUCKWORTH  
CHAIN & MFG. COMPANY  
Springfield, Mass.



For sale by leading  
jobbers everywhere. THE BILLINGS & SPENCER CO., Hartford Conn.



**THE 1906 CATALOGUE**  
**OF**  
**PIERCE BICYCLES**  
**IS**  
**NOW READY.**

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the catalogue should interest you.

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**Mr. Live Dealer**

knows that the tires which hold trade are those that give good returns for the money. Our complete line enables you suit any customer's fancy or purse. Every one of our tires—from the cheapest to the best—is of quality consistent with the price asked.

Every tire an honest value through and through.

Write to-day for prices.

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# THE BICYCLING WORLD

FOUNDED  
-1877-

and MOTORCYCLE REVIEW

In which is incorporated "THE WHEEL" (New York) and the "AMERICAN CYCLIST" (Hartford)

Vol. LII  
No. 10

New York, N. Y., Saturday, December 2, 1905.

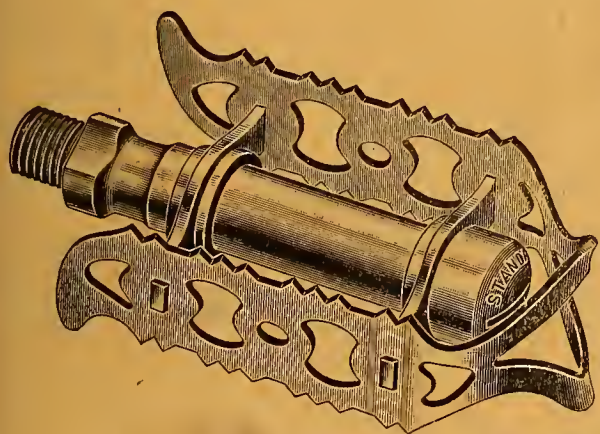
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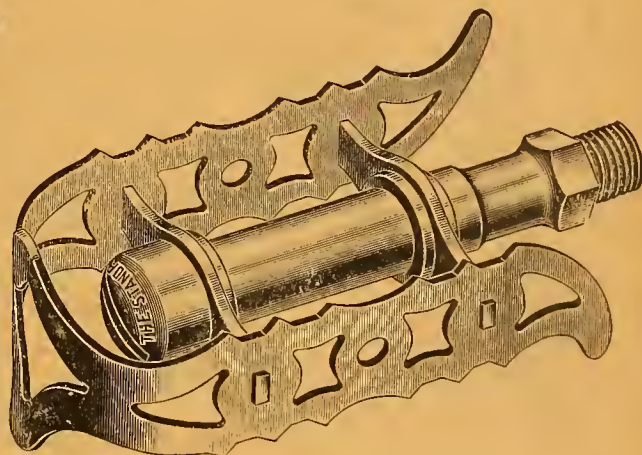
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For Every Man Who  
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STANDARD JUVENILE NO. 2.

They are Pedals  
and Spokes of the  
Right Sort, too.



STANDARD NO. 1 RAT TRAP.

## DIAMOND E SPOKES

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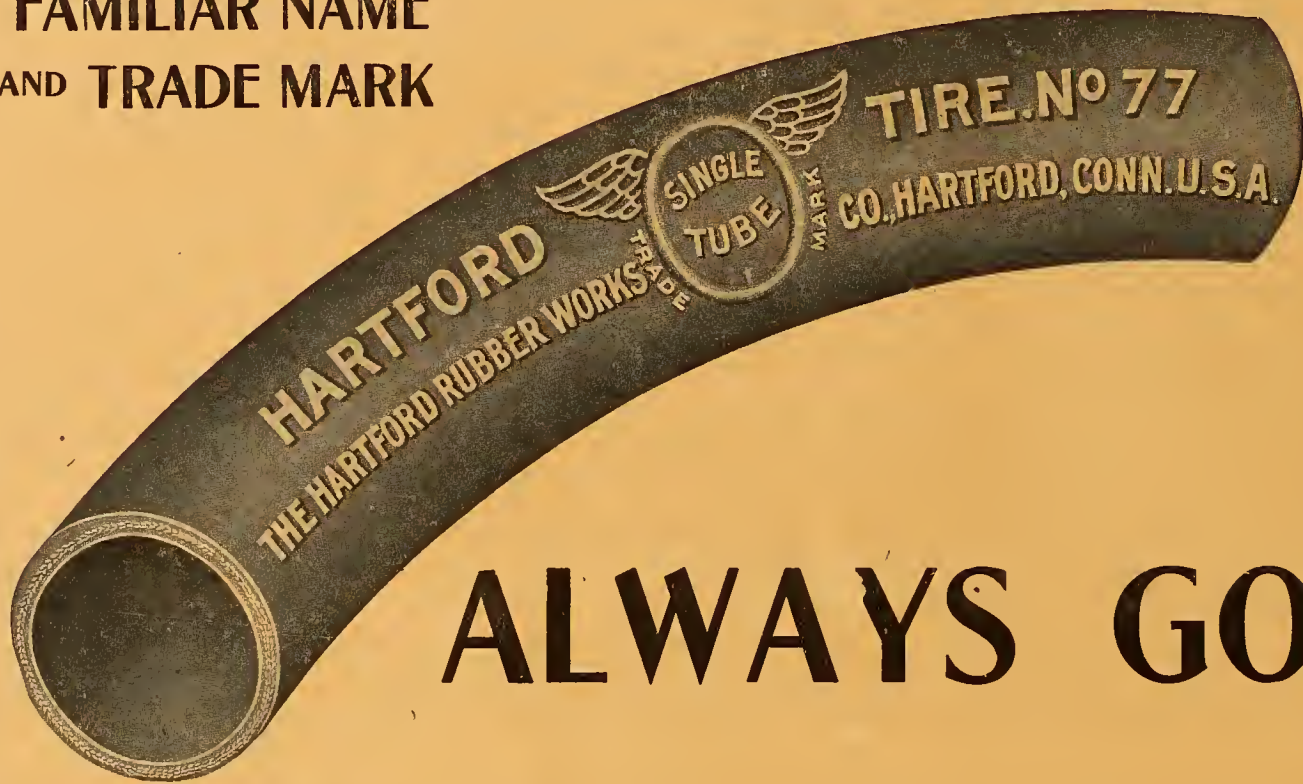
**THE STANDARD COMPANY,**

Makers also of Standard Two-Speed Automatic Coaster Brake, and Star and Sager Toe Clips,  
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# HARTFORD TIRES

THE FAMILIAR NAME  
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## ALWAYS GOOD



THE HARTFORD RUBBER WORKS CO.,  
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# 50% MORE

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DEFENDER  
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## WERE SOLD DURING 1905

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## WERE SOLD THE PREVIOUS YEAR

All who use the tires need not  
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readily can learn it.

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### KOKOMO RUBBER COMPANY,

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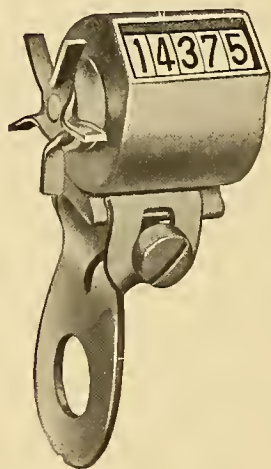
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# Veeders Better Than Ever!

Regular 10,000 Mile.  
Cyclometer.



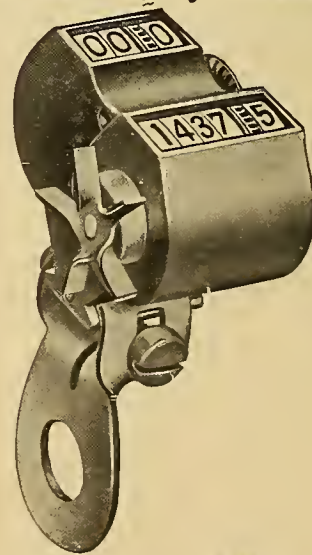
Price, - - - \$1.00.

The right hand figures represent tenths of a mile and are in red. The above instrument reads 1,437 and 5-10 miles. We can supply the same instrument with reading in kilometers or in Russian versts. The cut is full size.

In spite of everybody telling us that we made the best cyclometers in the world and that our instruments could not be improved, we have nevertheless gone ahead and improved them.

Note the new star wheel. It has broader prongs, so that the striker has a better surface to hit. It also weighs about half as much as the ordinary star wheel. This lessens the tendency of the star wheel to "spin" at high speeds. Meanwhile the rest of the cyclometer is kept up to Veeder standards.

The New Trip Cyclometer.



Price, - - - \$2.00.

The cut shows the exact size of the instrument.

As in the case of the Regular Cyclometer, the right hand figure on each dial represents tenths of a mile, the figures being red. The other figures are black and give the miles. We can supply readings in kilometres or in Russian versts.

THE VEEDER MFG. COMPANY, Hartford, Conn.



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By Securing the Agency for

# THE RACYCLE

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Speculation is when you lose ;  
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Riders are beginning to ask the Dealer :—"Are you sure the makers of this or that wheel will be in business next year?"

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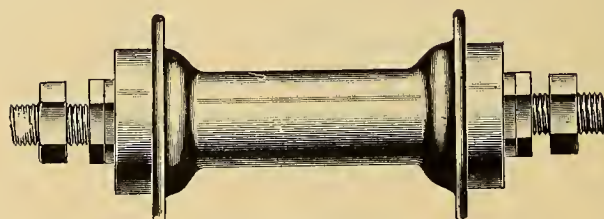
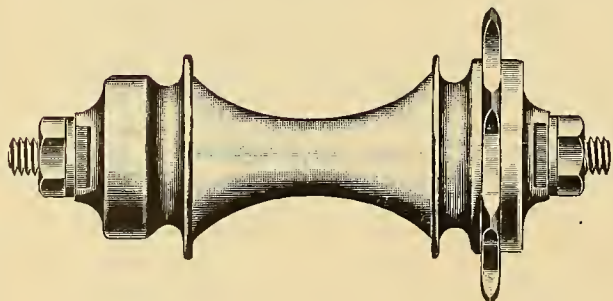
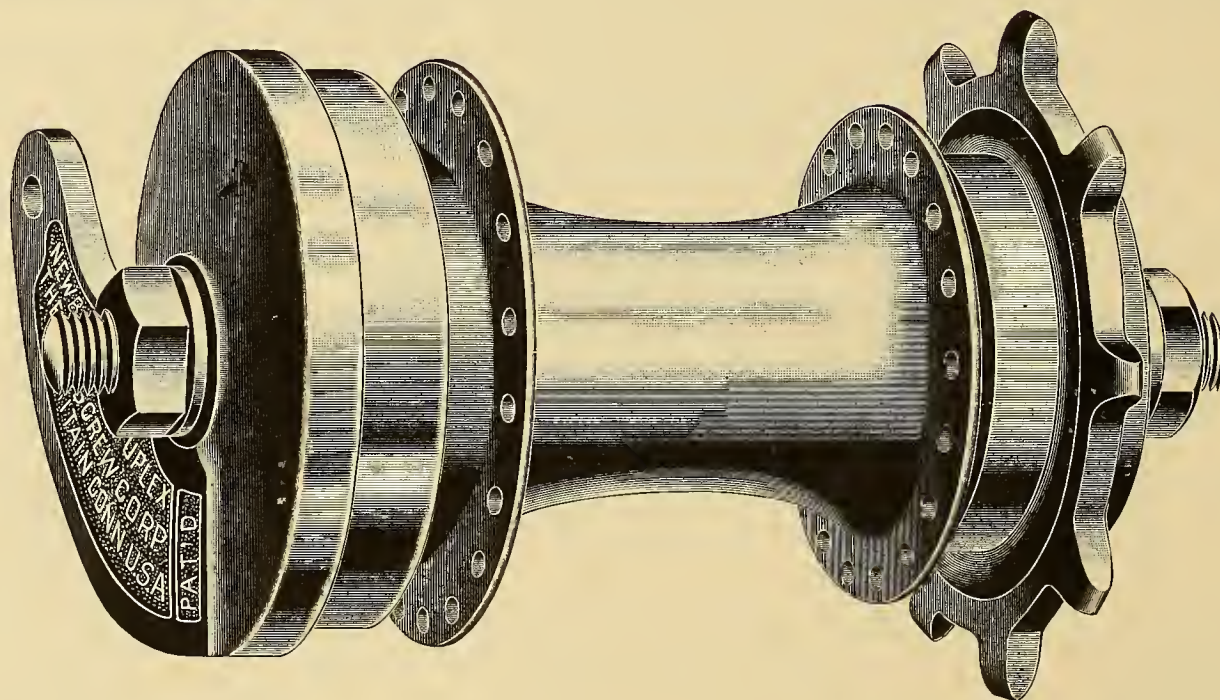
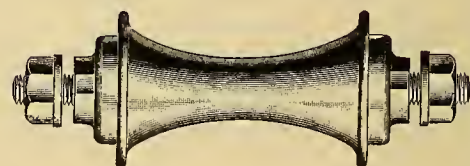
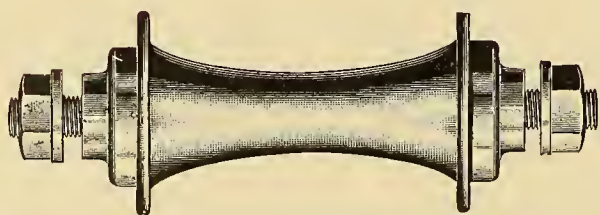
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THE MIAMI CYCLE & MFG. CO , = Middletown, Ohio.



WE MAKE NOT ONLY THE  
**CORBIN COASTER BRAKE**

but front hubs to match, and of the same quality. You all know what that is.



QUOTATIONS ON APPLICATION

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**CORBIN SCREW CORPORATION, New Britain, Conn.**



# The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LII.

New York, U. S. A., Saturday, December 2, 1905

No. 10

## BOTTOM BRACKET SUIT IS SETTLED CYCLE MAKERS FORM ASSOCIATION

**"Treaty of Peace" Signed at Hartford—Payment of Small Royalty and Transfer of Two Patents Included in Agreement—Compact to Endure for a Period of Five Years.**

The bottom bracket suit has been settled, and settled out of court, as the Bicycling World of last week intimated would be the case.

The settlement, it appears, grew out of a final conference of the chief parties to the litigation which occurred in Hartford, Conn., on November 21. The understanding reached on that occasion was so complete and harmonious that, as detailed elsewhere, it was resolved to organize an association of manufacturers for the general betterment of trade conditions.

The basis of agreement is the payment to the Pope Mfg. Co. of a small fixed royalty on each and every bicycle that may be produced. The amount is not public property, but its payment is not likely to cause inconvenience to any one concerned. The figure is an arbitrary one—that is to say, it applies to all bicycles without regard to quality or list price—the cheapest and nastiest is taxed the same sum as the bicycle of the highest grade. The payment of royalty is to continue for a period of five years. By another article in the "treaty of peace," the Fauber and Seyfang bottom bracket patents, which were held by parties to the agreement, are conveyed to the Pope Mfg. Co., a "favored nation" clause, it is said, having been included in deference to the previous owner of the Fauber rights. The Pope people waive all claims to back royalty.

It is understood that all who attended the Hartford conference appended their signatures to the "treaty," but that it will not be formally promulgated until after the 11th inst., by which time it is expected that the list of signatories will have considerably lengthened.

The concerns interested in the defence and who were represented at the Hartford meeting

were the Crosby Co., the Miami Cycle & Mfg. Co., the Iver Johnson Arms & Cycle Co., the Toledo Metal Wheel Co., the Light Mfg. Co. and the Great Western Mfg. Co. These are the manufacturers who co-operated in the defence of the chief suit, which now will be discontinued. There are three separate actions pending against individual manufacturers other than those named, and in the light of what has happened it seems more than likely that they, too, will be settled, if, indeed, they have not been settled since the Hartford conference.

### Progress of Wood Rims Abroad.

E. J. Lobdell, the head of the wood rim pool, has returned from a trip abroad, where, according to reports, he found things quite to his liking. He is quoted as saying that as against 6 per cent. four years ago, his French factory is now supplying 56 per cent. of the rims used in that country, and also that the demand from Germany is increasing to such an extent that he contemplates shipping machinery from this country and setting up a factory in that empire. All the wood used in the French plant is shipped from these shores.

### Motorcycles at the Automobile Show.

The Hendee Mfg. Co. and the American Motor Co. are the only motorcycle manufacturers who have engaged space at the New York automobile show—the one to be held on January 13 to 20 by the Automobile Club of America in the 69th Regiment Armory. At the rival show to be held on the same dates by the Association of Licensed Automobile Manufacturers, in Madison Square Garden, no motorcycles will be exhibited.

### In the Retail World.

Lindenhurst, L. I.—W. H. Wild, discontinued bicycles.

Rochester, N. Y.—T. J. Northway, fire; loss about \$1,000.

**Unexpected Outgrowth of the Bottom Bracket Settlement—Preliminaries Already Arranged and Title Chosen—Organization to be Made Permanent at a Meeting to be Held in Chicago.**

If anything is more surprising than the peaceful settlement of the bottom bracket litigation, it is that out of that settlement should have grown the Cycle Manufacturers' Association.

While rumors of the settlement preceded it, there was not an inkling that the formation of an association was in view. The first step in that direction was taken after peace had been declared at Hartford on November 21. W. H. Crosby was elected temporary chairman, and A. L. Pope, temporary secretary, and as unanimously it was decided to be the sense of the meeting that an organization be effected under the title The Cycle Manufacturers' Association, to which all makers of more than 1,000 bicycles annually shall be eligible, also all manufacturers of motoreycles.

Colonel George Pope, chairman; Harry Walburg and F. E. Southard were constituted a committee to draft the constitution and by-laws for presentation at a meeting to be held on Monday, December 11, at 10 o'clock A. M., at the Auditorium Annex, Chicago.

Those present at the Hartford meeting were as follows: W. H. Crosby, the Crosby Co.; Harry Walburg, Miami Cycle & Mfg. Co.; Fred Johnson, of the Iver Johnson Arms & Cycle Works; E. J. Lonn, of the Great Western Mfg. Co.; E. F. Fretz, Light Mfg. Co.; Frank E. Southard, Toledo Metal Wheel Co.; A. L. Pope, Pope Mfg. Co., and George Pope, Pope Mfg. Co.

In addition to those represented at the preliminary meeting, the following have been invited to attend the Chicago meeting: George N. Pierce Co., Buffalo, N. Y.; Reading Standard Cycle Mfg. Co., Reading, Penn.; Hendee Manufacturing Co., Springfield,



Mass.; American Motor Co., Brockton, Mass.; H. P. Snyder Co., Little Falls, N. Y.; Emblem Manufacturing Co., Angola, N. Y.; Davis Sewing Machine Co., Dayton, Ohio; J. R. Keim, Buffalo, N. Y.; Gendron Wheel Co., Toledo, Ohio; Consolidated Manufacturing Co., Toledo, Ohio; National Cycle Manufacturing Co., Bay City, Mich.; Hudson Manufacturing Co., Hudson, Mich.; Arnold, Schwinn & Co., Chicago, Ill.; Fowler-Manson-Sherman Cycle Mfg. Co., Chicago, Ill.; National Sewing Machine Co., Belvidere, Ill.; Excelsior Supply Co., Chicago, Ill.; Thomas Auto-Bi Co., Buffalo, N. Y.; Merkel Motor Co., Milwaukee, Wis.; Curtiss Manufacturing Co., Hammondsport, N. Y.; Armac Motor Co., Chicago, Ill.

The invitation says: "It is hoped that we can have a full attendance at this meeting, as we believe that by getting together and having such an association many benefits can be derived. It has been found advisable and profitable in other lines of business to have such associations and meetings to go over the various conditions, and it has been proven in many of these associations that it has been very beneficial to the trade, and the gentlemen who attended this meeting believe that the time is now ripe to get the bicycle manufacturers together in order that we can accomplish better conditions in our line, which it is believed every one will welcome."

#### The Lack of Confidence.

The success or failure of many a business man has been determined by the way he said "Ouch!" when the hammer of adversity hit his commercial thumb, says a contemporary. No more serious failure can be encountered than that of a man's confidence in his own situation. When he really considers himself down and out he is apt to either give up in sheer discouragement or takes a desperate chance in some speculative venture that lands him into disgrace as well as disaster.

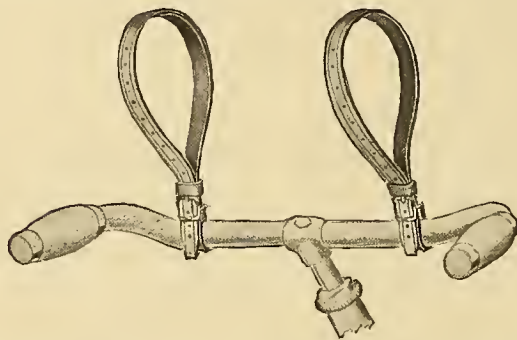
The fellow who meets his troubles whistling is pretty certain to meet with something to encourage him by and by, even if he does not succeed in getting prosperity by the tail at once. Not long since a dealer who had ground out a pretty stiff grist of financial set-backs remarked that had he at the outset had any idea how much adversity a man can stand up under he might have been riding along on Easy Street during most of the years he had been picking his way step by step over the by-paths of half-heartedness.

#### Belgian Makers' Big Profits.

The Fabrique National d'Armes de Guerre, of Herstal, Belgium, which despite its name devotes its energies very largely to the manufacture of bicycles, has just published a balance sheet that seems to indicate to some extent at least why American bicycles are not sent to the Continent in such large numbers as formerly. A dividend of 15 per cent, as compared with 8 per cent last year, has been declared, and the amounts written off and placed to the reserve evidence the financial stability of the concern. The gross profits amounted to \$455,000 in round numbers as against \$310,000 last year. Of this sum \$250,000 was devoted to writing off accounts and \$10,000 was placed to the reserve.

#### Persons's Luggage Straps.

As the head of the Persons Mfg. Co., Worcester, Mass., never did fancy the average luggage carrier, with its bird cage arrangement of wires, clamps and hooks, and being in the cycle saddle business, he had made up several pairs of straps similar to those shown by the accompanying illustration. He used one pair himself and gave the others to certain of his cycling friends. They all liked them so well and voted them such a big improvement on the bird-cage devices, that the Persons Mfg. Co. has added them to their productions and are now marketing them regularly.



These straps are made by experienced leather workmen, have nickel-plated buckles, all stitched connections and no rivets. They are thirty inches long and five-eighths of an inch wide, and are cut from heavy oak tanned leather. The straps may be tucked away anywhere when not in use, and when wanted can be put on in a moment and then will be found quite as efficient as the complicated arrangements heretofore depended upon.

#### The Phonograph in the Cycle Shop.

"Nobody objects to a cycle agent, when trade is slack, adding a phonograph or two to his stock as side lines," says a writer in Cycling, "but what I do say is that he should reserve his performances for those who like them. In some shops they seem to keep one of these machines on the go all day, and the effect is most distracting to harmless customers who want to explain things to the repairman.

"I went into a cycle shop  
About a small repair.  
A phonograph was blaring forth  
A screechy, raucous blare.  
I asked if I could see the boss,  
And as the boss was in  
Our conversation ran like this,  
Amid that fiendish din—  
"Good morning!"—"Boo! Tooroodle boo!"—  
"I just came in about—"  
"Too roodle brum! Turr! Turr! Too too"  
"Too rool!"—"The back wheel out—"  
"—Dle oo! Tooroodle brum!"—"You see—"  
"Burr urr! Burrurr! Burrayy!"  
"All right, sir!"—"Brurr! Burr-urr! Whee! whee!"—  
"To-morrow, then. Good-day."

#### Judging from the Outside.

It is not so much what is said as who says it; and not so much what is made as who makes it. In these days of machine made products by which exteriors are practically alike, we are apt to lose sight of the invisible. Who, in looking at a magnificent sky-

scraper, thinks of the merit of its foundation? And yet, for about six or seven stories under the ground, lies the sustaining integrity and heavily burdened element of the fifteen or twenty stories above. Who buys good clothes on the mere hasty glance at the fair exterior? We trust to the tailor who makes them; yet all clothes at first look alike to most people.—Ex.

#### What May Open Abyssinia.

Although he gave the Italians a good walloping when they tried to annex a portion of his territory without his permission, Menelik, King of all the Abyssinians, evidently harbors no hard feeling, for he is reported to have recently ordered several bicycles from a Milan firm. According to the story that comes from abroad, the black monarch intends to have his escort mounted on two wheels instead of four feet. It is thought that Abyssinia will henceforth be an excellent market for the bicycle, as the fashion is set there by royalty, as in other countries which lay a claim to a heavier veneer of civilization.

#### Motorcyclists' Rights Again Endangered.

The Automobile Club of America has decided to again tinker with the New York legislation affecting motor vehicles, and is already drafting a new measure. Due to the active work of the Federation of American Motorcyclists, owners of motorcycles were exempted from the registration fees, the tags and other impositions of the present law, and the officials of the organization has been prompt in getting in touch with the A. C. A. in the effort to similarly safeguard the interests of the power driven cycles.

#### England's Big October Business.

More than 5,000 bicycles—5,152, to be exact, valued at £33,734, and parts to the value of £49,171, were exported from Great Britain during October—a remarkable record for so late in the season. For the ten months ending with October the export totals were 37,532 cycles, value £244,807, and parts, valued at £523,844, an aggregate of £768,651, as against £608,327 for the ten months of 1904.

#### St. Louis May Cut Motorcycle Tax

There is a chance that the extortionate annual license fee of \$10 imposed on motorcycles in St. Louis, Mo., will be at least reduced. Councilman Grant has introduced an ordinance cutting down the amount to \$3. Bicycles pure and simple are taxed but \$1—when the tax is collected. There are many riders who have never paid it and who never have been molested.

#### Wants Steel Balls Free.

W. J. Murray and T. Russell, representing the Canada Cycle and Motor Company, last week appeared before the Canadian Tariff Commission, and argued for the free admission of steel balls; at present they pay a duty of 30 per cent.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York.



## PENNSYLVANIA'S NEW LAW

### Taxes Resident and Non-Resident Motorcyclists \$3 per Year—Licenses Revokable.

After January 1 it will cost the motorcyclists of Pennsylvania \$3 per year to use the public roads of that Commonwealth. It will cost non-residents the same sum. They are no longer exempt, and the license tags of other States will not serve as they have served in the past. The Attorney-General of Pennsylvania has passed on the law, and although they are not specifically mentioned, he holds that it applies to motorcycles as well as to automobiles.

In some respects the new law is slightly less burdensome to the residents. It vests authority in the State Highway Commission and exacts a charge of \$3 per year for use of what are erroneously supposed to be the public roads, whereas the present act, which was not generally enforced, requires that \$2 per year be paid to the county prothonotary for kindly consenting to issue a certificate of registration and \$3 additional to the city or county treasurer for handing out a license.

By forbidding the display of other than Pennsylvania numbers the new law is made to more specifically apply to non-residents. Two of these numbers, which are five instead of three inches in height, will be supplied by the Highway Department, and must be displayed one on the front, the other on the rear of the vehicle. The display of these numbers, however, is not sufficient, as the operator of the vehicle, who must be more than 18 years of age, must carry his license at all times, and whenever any cornfed constable feels like looking at it he must "produce," just as the Czar's subjects must "produce."

The penalties are made heavier and more specific. The old law gives courts the option of inflicting fines "not exceeding \$100" or jail sentences "not exceeding 30 days." The new law makes the penalty for a first offense not less than \$10 nor more than \$25 or "not more than 10 days," and for a second offense not less than \$25 nor more than \$100, jail sentences being possible only in the event of non-payment of fines. For a second conviction the motorist's right to use his property on the common roads of the State will be revoked for a period of not less than six months.

The full text of this precious law is as follows:

Section 1. Be it enacted, etc., That no motor vehicle, whether propelled by steam, gas or electricity, shall be operated or driven upon any public street or public highway in any city, borough, county or township in this commonwealth until the operator thereof shall have procured a license from the State Highway Department of this commonwealth, as hereinafter provided.

Section 2. Every applicant for a license shall set forth, in writing, verified by oath or affirmation, the name and residence of the applicant. No license shall be issued to any person who is under eighteen years of age.

Section 3. It shall be the duty of the State Highway Department to enter every such application in a book to be kept for that purpose, and, if all the requirements of section 2 of this act have been complied with, to issue a license to the applicant, and to furnish therewith two tags, containing the license number, not less than five inches in height, and the number of the year; for such license the applicant shall pay the sum of three dollars, which sum shall be appropriated to the use of the said State Highway Department.

Section 4. Every such license issued shall contain the name of the licensee, the date of license, and the number of the license under which the said vehicle is licensed, together with the number of the book and page in which the same is entered. The license shall not be effective until the license number is posted in a conspicuous place, both in back and front of the said vehicle. Not more than one State license number shall be carried upon the front and back of the said vehicle while operated or used on any of the public streets or public highways, as aforesaid; and a license number obtained in any other place or State shall be removed from said vehicle while the vehicle is being used within this commonwealth.

Section 5. No person or persons shall be allowed to use, operate or drive any motor vehicle, as aforesaid, upon any of the public streets or public highways of the cities, boroughs, counties or townships of this commonwealth at a speed greater than a mile in six minutes, within the corporate limits of any of the cities and boroughs thereof; outside of the corporate limits of any city or borough, as aforesaid, the lawful rate of speed shall not exceed one mile in three minutes: Provided, That in townships of the first class the commissioners thereof may, by ordinance, fix a speed rate of not less than one mile in six minutes, in such sections of said township as they may deem such rate necessary for public safety: Provided, however, In the sections where such speed limit is fixed, the commissioners shall cause signs to be placed, at distances of not over one-half mile apart, which signs shall be readable from the highways, and shall set forth the speed limit and the penalty for the violation thereof: Provided further, That this section shall not permit any person or persons to drive an automobile at a greater speed than is reasonable, regarding traffic, danger, or injury to property or person, at any time or at any place.

Section 6. Any person using or operating a motor vehicle upon the public streets or public highways, as aforesaid, shall have displayed in a conspicuous place on the front and back of said vehicle, the tags furnished by the State Highway Department, accompanying the license for that year; and one hour after sunset he shall have the number in the back of the machine sufficiently lighted, so as to be plainly distinguishable. Every such motor vehicle shall carry, during the period, from one hour after sunset to one hour before sunrise, at least one fixed lighted lamp, showing a white light, visible at least one hundred feet in the direction towards which the vehicle is proceeding, and shall also exhibit one red light, visible in the reverse direction. Every motor vehicle shall also be provided with good and sufficient brake or brakes, and shall also be provided with bell, horns or other signal device. Every operator or user thereof shall sound the gong or other alarm when approaching a street crossing or road crossing; and shall have no more right of way, or preference as to the use of such street or road, than the driver of any horse or other animal, until the animal or animals have passed or have been passed by said motor vehicle.

Section 7. Every person so licensed shall carry with him, when using or operating such motor vehicle upon the public streets or the public highways aforesaid, his license, and when so required by any constable or police officer of this commonwealth shall produce the license for inspection. No license issued shall be valid for a longer period than one year. It may be issued on the first day of January, or at any time thereafter, but shall expire on the thirty-first day of December next ensuing.

Section 8. The constables and police officers of the cities, boroughs and townships of this commonwealth may arrest, upon view and without warrant, any person or persons violating any of the provisions of this act: Provided, That in the event of an arrest for violation of any of the provisions of this act, if the defendant is unable to give sufficient bail for a hearing or for his appearance at court, the magistrate before whom he is first taken, shall, in lieu of such bail, hold in custody the motor vehicle found in possession of the defendant; and the court, after the trial of the defendant, if no sufficient bail according to law has been given in the meantime, shall make such order as to the disposition of such motor vehicle as to it shall seem just and proper.

Section 9. All civil actions for damages arising from the use and operation of any motor vehicle, as aforesaid, may be brought in the city or county in which the alleged damages were sustained, and service of process may be made by the sheriff in person, or by his deputy, in any part of this commonwealth, in like manner as process may now be served in the proper county.

Section 10. Any person violating any of the provisions of this act shall be subject to a fine or penalty of not less than ten dollars nor more than twenty-five dollars, to be collected by summary conviction before any magistrate or justice of the peace, as like fines and penalties are now by law collectable; or, in case of non-payment of the fine within forty-eight hours, to undergo an imprisonment in the county jail for a period not exceeding ten days. Any person or persons who, having been previously convicted before a magistrate or justice of the peace of this commonwealth of any violation of the provisions of this act, upon commission of the second or a subsequent offense shall be deemed guilty of a misdemeanor, and, upon conviction thereof, shall be sentenced to pay a fine not less than twenty-five dollars nor more than one hundred dollars; or, in case of non-payment of such fine, to undergo an imprisonment in the county jail for a period not exceeding thirty days. Upon conviction of a second violation of the provisions of the act, certified to the State Highway Commissioner, the license issued to such person, so convicted, shall immediately be revoked by the State Highway Commissioner, and shall not be reissued for the space of six months after such revocation.

Section 11. All fines and penalties collected under the provisions of this act shall be paid to the city, borough or township treasurer, wherein the offense is committed, and the same shall be expended by said city, borough or township for the benefit of the public roads.

Section 12. This act shall not apply to any racecourse or private road, nor to any passenger railway or steam railroad confined to tracks, nor to steam or other street rollers, nor to any of the motor vehicles which any manufacturer or vendor of automobiles may have in stock for sale, and not for hire or for his private use.

Section 13. This act shall take effect on the first day of January, Anno Domini one thousand nine hundred and six.

Section 14. All acts or parts of acts inconsistent herewith are hereby repealed.



# IT'S TIME TO GET IN LINE

for the

# National Agency for 1906

It is one of the most valuable assets in the cycle trade to the dealer who knows how to make the most of a bicycle bristling with exclusive features of well proved merit.

---

NATIONAL CYCLE MFG. COMPANY, Bay City, Mich.

Real Tire satisfaction can only be obtained from a tire that has proved itself safe and reliable.

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represent the highest achievement of the tire-maker's art. They give perfect satisfaction where others fail—because every one is carefully made for service, as well as comfort.

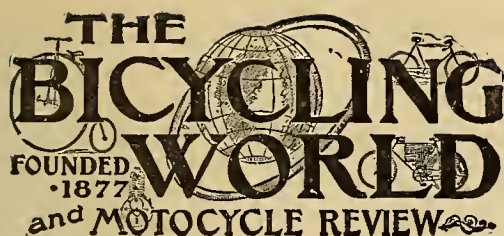
Every User of a Fisk Tire is an Enthusiast.

They are a superb product for those riders who appreciate a far from ordinary tire

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THE FISK RUBBER CO., Chicopee Falls, Mass.





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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, DECEMBER 2, 1905.

### The Cycle Manufacturers' Association.

If the bottom bracket litigation had served no other purpose than to bring into being a really live, aggressive Cycle Manufacturers' Association, it would be worth all it cost.

The news that an organization of that title is already half formed is good news—uncommonly good news. In itself it is a ray of sunshine—a sign of faith and of hope.

It is, of course, too early to say whether the association will prove either live or aggressive. But the wish is father to the thought, indeed, that thought will resolve itself into the earnest prayer of almost every man who has to do with the industry.

There is much that can be done if the will to do it prevails. There is always a desire for organization and to "do things" when there is least need for it, that is, at those times when interest is most general and when a movement or industry is enjoying the fullest health and prosperity. It is then that a trade, like man himself, is best able to take care of itself. It requires no helping hand. It is in its tenderer years or when an over-

dose of prosperity such as afflicted the cycle trade has left it weak or flabby that a tonic, that the strength that comes of co-operation, is of real value. That is the present condition of the cycle trade. It slowly has been recovering its health. It is distinctly on the mend. It has acquired balance and dignity. All that it now requires is more of the fire of youth, of enthusiasm, to make it glow with real health. The Cycle Manufacturers' Association can, if it will, supply that fire.

The Cycle Manufacturers' Association can put the bicycle again in the public mind, and healthily; can spread the wholesome gospel as it never was spread before—not like wildfire, but with that "clear, steady flame that burns and brightens every fibre of the being." It can extend the hand that uplifts and put the fire of hope and ambition in the hearts of traveling men and agents. It can make surer the aims and ends of those unselfish enthusiasts whose efforts are so helpful and yet are so niggardly regarded and supported. It can help the American cycle export trade to regain a place worthy of this nation's rank in the world's industrials.

If the Cycle Manufacturers' Association is not to be a mere symbol it can do all of these things and more. The fact of its organization suggests that it was formed to "do things," and it should do them. It is no time for figureheads—no time for honorary officers or for bouquets, platitudes or complacent post mortems. It is a time for action—for men of action. It is one of those psychological moments which, taken at its flood, leads on to fortune.

Never was the survival of the fittest more truly typified. They have earned the right to lead. Now let the fittest prove that they know how to lead—to lead to the tops of those heights on which the blaze of success beats down. And in our humble opinion, it will prove a serious error if the door is kept closed to those who, if they do not make complete bicycles, yet produce cycle wares of merit and necessity. There are some willing hands and earnest hearts among them, and if the shoulder is to be not merely put to the wheel, but if push really is to be applied, their strength will prove no mean factor. It is not to be despised.

### Possibilities of the Two-Cycle.

Perhaps, considering the present state of the industry, it may seem extremely radical

to predict that within a brief space of time—that is to say, within a year or two—the adaptation of the two-cycle motor to the uses of the motorcycle will have become so universal as to place any machine so equipped beyond the pale of the freak class. Yet, taking into account at once the great benefits to be derived from the adoption of the type, once it has been perfected, and the rapid strides which are being made in the study of the gas engine in all its forms, particularly with reference to the production of a machine which shall be free from vibration and easy to govern, the conclusion seems far from irrational.

Considering for the moment simply the gain which would be effected were the two-cycle type to come into general use, it is evident that there would be an advantage, first of all, in the reduction of vibration through the doubling of the number of working strokes for the same number of revolutions per minute, which would involve the possibility of using a lighter flywheel, while at the same time the amount of strain put upon the driving gear, the frame and the tires would be proportionately less. Then, too, the weight of the motor for the same power would be considerably less than that of a four-cycle motor and the cost of manufacture practically the same.

Doubtless before a two-cycle motor which is thoroughly practicable for the purpose can be produced considerable development will be necessary, but in an industry which knows no such phrase as "good enough," and which has seen more serious obstacles overcome than any other, development along a line which involves the evolution of no new principle, and is simply to be the result of close study and careful experiment, is not to be considered as a stumbling block. That attempts which already have been made to develop this type of motor have not been wholly successful does not prove that the object is unattainable. It simply means that the time for its attainment was not ripe.

In the field of automobile design, which is far less restricted in point of compactness and cost, the problem is receiving a good measure of attention. In the motor boat industry, too, the use of the two-cycle motor is very great, and the principles involved in its construction are being wrought out with care and persistency. The results obtained in these lines are open to the workers in any industry, and so to the motorcycle builder. Hence it is not unreasonable to suppose that he will take advantage of the lessons they are learning in the production of an ideal motor for his own use.



**Swenson's Advice to Dealers.**

Editor of the *Bicycling World*:

I have frequently noticed in the *Bicycling World* that there are a number of dealers who cannot see that there is any profit for them in handling motorcycles. I myself was once of the same opinion, but it has undergone a change, and I now write this in the hope that it may help sell a few more motorcycles and perhaps be a little easier for the makers to place agencies.

In 1902 a customer handed me \$175 and ordered a motorcycle. He became the possessor of a machine in about ten days, and his troubles immediately began. I informed him in advance that I would not guarantee anything whatever on the machine, and that any work done on it would be charged for, in order that there should be no misunderstanding. In the following year I had no intention of touching motorcycles at all, but somehow or other there seemed to be a demand for them. I finally accepted deposits on orders for two machines, but after waiting two months had to cancel them and lost one, as the customer picked up a second hand machine. I took the agency for the Merkel, however, and sold the other customer one of that make and had one for my own use besides. In all I only sold three motor bicycles during 1903, but by that time I had the fever, besides plenty of experience, and made up my mind to stick to the power machine. Last year I sold no less than seventeen motorcycles in all, some second hand. I advertised the fact liberally and always rode a machine myself, besides letting every one who cared to try his hand at it do likewise. As a result I have sold during the present year to date, November 16, forty-seven motor bicycles. I sold one this week and another but two weeks ago.

I conduct runs from my store every Sunday, do all I possibly can to keep machines running, and do my utmost to prevent riders from finding fault. I am now building a large shop with a well heated clubroom attached, for which I charge no rent. This has a storage capacity of about 300 bicycles and 150 motorcycles, and I now have a good paying business.

In the mean time I have not neglected the bicycle by any means, as I do a larger bicycle business than ever—in fact, the new motorcycle customers bring me considerable bicycle business. I am selling both bicycles and motorcycles on the instalment plan, and also rent motor bicycles at \$3.50 a day and \$10 deposit. When a customer comes to me who has not made up his mind on the question of investing in a motorcycle I make him the following proposition: I will let him try the machine at the usual rate and will go with him to teach him how to manage it. If he decides to buy a machine after returning from the ride I credit the \$3.50 for hiring on the machine he buys. This, of course, is a protection against spending my time for nothing.

To show that a man will buy a motorcycle if he only gets a good chance to ride it once, one of my customers noticed a motorcycle

standing in my place while his wheel was being repaired, and I told him he did not dare ride it. He took the challenge, and said he would ride it if I would show him how to start and stop it. I did so, and he rode off and got back all right. That was on a Tuesday. On the following Friday he came to me with \$50 and said he had to have a motorcycle and wished to deposit that amount on his order. This shows that if a dealer has a motorcycle and wishes to sell machines he should not put it in the window, but keep it in use and show people that it will run; if any want to try it give them a chance every time. This will start them talking motorcycles and in time help to sell them. But I will say one thing—a man cannot live by selling motorcycles alone unless he already has a large trade established. Stick to the bicycle, but whenever there is a chance talk motorcycle.

I write this in the hope that it may prove the deciding point for some bicycle dealer who has not made up his mind whether to take up the motorcycle or not. My advice is: Get a motor bicycle if you expect to stay in business. You will gain much valuable experience, and when motorcycles become numerous it will be of great advantage to you.

B. A. SWENSON, Providence, R. I.

**The "Grand Old Man's" Statistics.**

Editor of the *Bicycling World*:

Having read with interest the stories of many old bicycle riders which have appeared in your publication from time to time, I thought I would send you my experience.

As stated in a previous letter to you, my first ride was taken sixteen or seventeen years ago, on a 48-inch ordinary. I went twenty-three miles into the country, made a night of it and have ridden every day since. At the present time I have 115,712 miles to my credit, and by keeping an accurate account of the distance I have covered I have been able to tell how long each part of my bicycle lasts.

All of my mounts have been geared to 63, and I have found that when a chain has run 11,000 miles it is used up and will break, and that the cogs on the small sprocket are as sharp as spurs. I rode one wheel 25,202 miles, another 34,404 miles, and on my present so far have ridden 31,084 miles. It is equipped with a free wheel and coaster brake, and the chain and small sprocket have been driven 14,920 miles. The chain is now practically used up, but I will let it run until it breaks. The small sprocket wheel is so hardened that a file will not make any impression on it. I have always used graphite, so you may judge of the wearing qualities.

As regards saddles, about eleven years ago the Persons-Muller was brought out in New York City, and it is the best I have seen. It is made with three spiral springs, and I am using one at present which has been ridden over 90,000 miles.

The bicycle I am now using has steel rims, and I prefer them because they are not so liable to break.

I am seventy-eight years of age, but I

ride every day when the weather will permit, sending in my mileage once a month to the Century Road Club. I ride for health, pleasure and exercise, and this, in addition to a hobby for breeding fancy pigeons, keeps me busy and I have no time to get the "blues." I do not know how long it will last, but at present I am enjoying the best of health and am doing my best to maintain it.

THOMAS W. DAVIS, Peoria, Ill.

**The Newest Death-Defying Stunt.**

There is apparently no end to the variety of hair raising cycle "stunts" that may be made to do duty as a "turn" on the vaudeville stage. Given the services of a cyclist who has the nerve to carry it out and is willing to run the risk, the ingenuous purveyor of this form of amusement is evidently capable of ringing on the changes indefinitely.

The latest thing of the kind which is now being shown in connection with a circus on the other side appears to be somewhat of a reversion to former standards, as it is a combination of the old loop-the-loop and "ride the wheel." A huge squirrel cage of a wheel is suspended vertically, so that it can be revolved on its axis. The cyclist mounts and takes his position in the bottom of this facing toward the left of the stage. The large cage now starts revolving slowly in the opposite direction, and as it turns, so the rider pedals, keeping himself and the bicycle on a level with the floor and at the lowest portion of the wheel. Faster and faster turns the large wheel and faster pedals the cyclist, until the electric lamps of many colors ornamenting the periphery of the huge cylinder fade into a confused blur of light. At a signal from an assistant the rider sprints at the top of his speed and rushes up the slope of the wheel until he reaches a point where the bicycle is practically perpendicular. A few inches more and the momentum of the wheel, which is revolving very rapidly, overcomes his pedaling, and bicycle and rider are swung backward and up the other side of the wheel until he is head downward. Then he pedals furiously, rushes down the other side of the wheel, and if he has chosen the moment correctly, over the dead centre, completely encircling the wheel a round dozen times while it is revolving at high speed in the opposite direction. After completing this number of turns, the cyclist swings to and fro, the wheel slows down, and, exhausted, he is taken out of it. The trick is considerably more daring and difficult than it would appear at first glance, the performer often being compelled to make several attempts before succeeding in accomplishing it. What seems most extraordinary to the audience is the sight of the cyclist at a dead stop, head down, at the highest point of the wheel. It is impossible to see what prevents him from falling, but this is, of course, explained by the law of centrifugal force, which exceeds the attraction of gravity as the wheel is revolving at a high speed, although the cyclist is standing still. The bicycle is geared to 130 inches.



## FATHER OF FOUR IN FRONT

**Youngsters Cheer "Papa" Rhodes to Victory—Cycle Path Handicap Run in Gale.**

Truly, a great race was the classic annual twenty-five-mile Coney Island Cycle Path Handicap, held on those famous Long Island wheelways and promoted by the Century Road Club of America, Thanksgiving Day morning, 30th ult. It was won by Arthur E. Rhodes, of the Century Road Club, a man past the middle year of life, who rode with a handicap

ers before they were sighted on the completion of the first lap, eight and one-third miles, and it was on this round that four of the scratch men shook off their fellow markers.

At the end of the first lap C. J. Ericson, of the Monitor Cycling Club, was the first rider to round the turn. He was followed by Rhodes, both having started from the six-minute mark. With them were John A. Eubank and Adolph Ericson, who had handicaps of 7 minutes. Peter J. Baum followed one minute after, riding alone. He had a handicap of four minutes and was plainly making inroads on the limit men. Then came a big

When the riders came round the second time Baum had caught Rhodes and Ericson, and this trio kept together on the last lap. Eubank and Adolph Ericson had been shaken off, but were second before the advance scratch men reached the turn. When these latter made the turn it was seen that they had passed the five-minute division and most of the sixth. Charles Sherwood, Charles Mock, Louis Weintz and H. L. Lind were together. They were only two or three minutes behind the three leaders. Despite the frigid atmosphere, excitement climbed up to fever heat.



RHODES LEADING ERICSON ACROSS THE TAPE.

CROSSING FROM ONE PATH TO THE OTHER.

of six minutes and led a bunch of cyclists of all degrees of ability across the tape in 1:21:35 actual riding time.

From 7 o'clock until 10:14, when the limit men were shoved off the mark, spectators and riders had been congregating on the Coney Island Boulevard, just below Prospect Park, Brooklyn, N. Y., where the race started, until the broad, level highway swarmed with a conglomerated mass of humanity such as had not been witnessed in many years at this place. There must have been ten thousand people at the start when the crack of the pistol sent the first division of riders on their first lap of four miles in the teeth of the ice fringed gale that prevailed. The frigidity was responsible for the greatest display of underwear ever seen in a race. Full tights are no longer the fashion, and the "pantees" owned by most of the riders left exposed too much bare skin for personal comfort. Accordingly most of the men wore their sleeveless shirts and short trunks over their underwear.

Perhaps the wind blew up the boulevard at the rate of forty miles an hour; perhaps more. The riders who survived said it "whistled at one hundred."

Promptly at 10:14 the limit men were sent away down the path. There were five of them, a few of whom were middle aged men, wearing a luxuriant fall crop of whiskers. In rapid succession the other divisions breast-ed the mark, until none remained, and the watchers buttoned up their coats and tried to keep warm. Only a few succeeded. The six-minute men had overhauled the long mark-

bunch from all marks, and when the scratch men reached the turn at Prospect Park they were ahead of the four-minute division.



ARTHUR E. RHODES.

"I'll bet you Lou Weintz wins the race and time prize also!" shouted one prominent professional six-day rider who was coaching a bunch of fast men from the National Athletic Club, and who naturally wanted to see the crack member of that organization cross the tape ahead.

"No, Sherwood will win in a walk," retorted an admirer of the New York Athletic Club man.

Just then a Century Road Club man ambled up to the group. He blurted out: "I will bet you fellows Mock will finish first." They finally wagered drinks on the outcome. It certainly looked like one of the scratch rider's race at that time.

A few minutes later the scene of quiet expectancy and calm resignation was displaced by the wildest confusion. The cause of it all was three little black specks just appearing over the brow of the hill far down the road.

"They're coming, and coming like blazes," excitedly shouted one bystander who had a pair of field glasses levelled at the horizon.

Immediately the crowd surged forward and swarmed over the road in front of the tape over which the riders were to cross. Then was when the mounted reserves had their work cut out for them. They worked assiduously and in a few minutes had a narrow lane cut through the crowd. By this time the three black specks resolved themselves into living creatures astride wheels, with heads low over handle bars. Three pairs of feet moved with piston like jerks, and the leg muscles stood out like whipcords as three sturdy riders came on neck and neck. One



gave a last spasmodic jump and forged slightly ahead and over the finish line.

"Thirty-nine — thirty-three — one hundred and thirty," shouted the scorers, men trained to pick out such thrilling finishes as this.

Just one minute later another bunch of riders flashed across the tape so close that a blanket could have covered them all. They were the scratch men—part of them, at least—and Charles A. Sherwood, the popular young rider of the New York Athletic Club and the Roy Wheelmen, had led them over the line in a brilliant and soul-stirring finish.

No. 39, the first man to finish, proved to be Arthur E. Rhodes, of the Century Road Club of America. After he swallowed some refreshment and was sufficiently revived he told his story:

"I had caught up with the limit men about six miles out, and from then on had no trouble in keeping up with the leaders. I live in Brooklyn, and have been riding a wheel since 1892. Have competed in many races, but this was the first of any importance in which I was ever fortunate enough to be in front at the finish. I am nearly 42 years old and have four children. I did pretty good for an old man, didn't I? Tired? Not now. I think I will dress and take that turkey home. This is my day of thanksgiving, all right."

Rhodes looked anything but the "old" man he called himself. Five feet eight inches in height, and weighing 143 pounds of solid bone and muscle, he could, did he remove the hirsute ornament which adorns his upper lip, easily pass for a man fifteen years younger. Two of his boys, ten and twelve years, were at the race to cheer him on, and their gratification was manifest by the exultant boyish shouts of "Papa won!" Rhodes rode a Columbia chainless, 8-inch cranks (this in itself making Rhodes's victory wonderful), geared to 88, fitted with improved Palmer tires, and, excepting the victor himself, the most pleased man on the course was A. G. Armstrong, the referee, who is slated for the presidency of the Century Road Club of America. Armstrong's passion—it amounts to that—for chainless bicycles is monumental.

C. J. Ericson, of the Monitor Cycling Club, with six minutes' handicap, was the second rider to cross the tape, one-fifth of a second behind Rhodes. He filed a protest with the referee, claiming that Rhodes had fouled him at the finish, but it was promptly relegated to the waste basket without comment, for the finish was one of the cleanest that had been witnessed in some time. Peter J. Baum, Tiger Wheelmen, was third, he, too, only one-fifth of a second behind. Out of the 64 starters, 46 survived the windy grind.

Sherwood's time for the twenty-five miles was, considering the atmospheric conditions, exceptionally good. Starting from scratch, this clean-cut rider covered the distance on his 96-inch geared Yale in 1 hour 16 minutes 35 seconds, and, in addition, won fourth place prize. He had a stiff

proposition to fight against, though, in the person of Louis J. Weintz, National Athletic Club, which makes his victory all the more richly earned. Weintz fought Sherwood every inch of the distance with the doggedness that is part of the former's make-up, and the N. Y. A. C. man only beat him in a gruelling finish by the fifth part of a second. The other two scratch men, Charles Mock and Herman L. Lind, were within "touching" distance of Sherwood and Weintz at the tape.

Mock's case was really pitiful. Not as usually construed, however, for this veteran road rider, who has more victories to his credit than a great many other riders com-



CHARLES A. SHERWOOD,  
Winner of the Time Prize.

bined, rode his usual game race. Fate is apparently against him. At his home he has one room devoted entirely to prizes he has won on the road, and it is nearly filled with clocks and watches of all descriptions. When told he had won third time and sixth place prizes, another a gold watch and another a mantle clock, respectively, Mock's face was a study.

James T. Halligan, too, had hard luck, but of a different character. Halligan is the youth who has developed into a "rider of quality" in one season, and is now looked upon as the fastest member of the New Jersey division of the C. R. C. of A. Naturally, great things were expected of him in Thursday's race. At the start Halligan rode a Warwick wheel, but was forced to abandon it two miles out on account of a puncture. Various misfortunes overtook him, and before the race was over he had straddled no less than eight mounts. He finished in twelfth place.

One of the busiest men on Long Island

was the chairman of the race committee, Victor J. Lind. For weeks Lind has been one of the most energetic Century men in this section, and much of the successful outcome of the event is due to his untiring efforts.

There were more than enough prizes to go around, so that it proved a day of thanksgiving to more than one. As the promoting organization does not lay claim to the two loving cups, one for the organization having the most riders in the race, and the other for the one scoring the most points, the first will be awarded to the Edgecombe team and the second to the National Athletic Club. The official score of the clubs, in points, is: Century Road Club of America, 249; National Athletic Club, 165; Tiger Wheelmen, 132; Edgecombe Team, 105; Monitor Cycling Club, 102; Finnish Athletic Club, 94. The summary:

Pos.	Rider and Club.	Hdcp. m. s.	Riding time h. m. s.
1.	Arthur Rhodes, C.R.C. of A.	6:00	1:21:35
2.	C. J. Ericson, Monitor.....	6:00	1:21:35½
3.	Peter J. Baum, Tiger .....	4:00	1:19:35½
4.	C. A. Sherwood, N. Y. A. C. scratch		1:16:35
5.	Louis J. Weintz, Nat. A. C. scratch		1:16:35½
6.	Chas. Mock, C. R. C. of A. scratch		1:16:35½
7.	H. I. Lind, Parkway A. C. scratch		1:16:35
8.	J. A. Eubank, C. R. C. of A.	7:00	1:25:17
9.	J. Niemi, Finnish A. C. ....	2:00	1:20:47
10.	George Koski, Finnish A. C.	4:00	1:24:17
11.	A. Ericson, Monitor A. C. ....	7:00	1:27:47
12.	J. T. Halligan, C. R. C. of A. scratch		1:22:13
13.	Fred Wanner, 23d Reg. A. C. scratch		1:22:35
14.	A. R. Wilcox, Nat. A. C. ....	3:00	1:25:40
15.	Henry A. Johnson, Tiger W.	5:00	1:28:13
16.	Urbain McDonald, Tiger W.	3:30	1:26:45
17.	J. Fischer, Nat. A. C. .... scratch		1:25:47
18.	O. J. Devine, Nat. A. C. .... scratch		1:25:47½
19.	John Lean, Nat. A. C. ....	3:30	1:31:24
20.	J. Stewart, Hicksville A. C.	6:00	1:33:52½
21.	Nick Kind, Edgecombe .....	6:30	1:36:33
22.	Chris Kind, Edgecombe .....	5:30	1:37:07

The positions of the other riders at the finish were as follows: Charles Martin, Tiger W. (5:30); Otto Brandes, Edgecombe T. (3:30); A. Lundborg, New York (6:00); George W. Goransaux, Monitor (5:50); William Stauber, Park Circle (6:30); J. Nornquist, Finnish A. C. (2:00); Ben Evesson, C. R. C. of A. (4:30); H. F. Cranston, Nat. A. C. (scratch); D. A. Brandt, Y. M. C. A. (6:00); Sam Morrison, Edgecombe T. (7:00); Harry Early, C. R. C. of A. (5:00); J. B. Walker, C. R. C. of A. (7:30); Emil Leuly, C. R. C. of A. (7:30); Frank Montville, C. R. C. of A. (3:00); J. Lansing, Edgecombe T. (4:30); Frank Blatz, C. R. C. of A. (7:30); D. J. McIntyre, Reading Standard (2:30); H. B. Appleton, Brower W. (2:30); Ernest G. Grupe, C. R. C. of A. (7:30); C. J. Hansen, C. R. C. of A. (2:00); John Gheihing, Edgecombe T. (6:30); David Mackay, Nat. A. C. (scratch); Tony Bizarri, Edgecombe (7:30); E. Coster, Tiger W. (3:30).

Time Prize Winners—Charles A. Sherwood, N. Y. A. C., first; Louis J. Weintz, Nat. A. C., second; Charles Mock, Century Road Club of America, third; Herman Lind, Parkway A. C., fourth.

#### Motorcycle Road Race Postponed.

Owing to rain of the previous day, the Brooklyn Motorcycle Club's 25 miles handicap road race, which was to have been run on Thursday last, has been postponed until this (Saturday) morning. While the Coney Island cycle paths were in fair condition and permitted the running of the C. R. C. A. race, one mile of Ocean Parkway, which lies between the two paths and on which the motorcycle contest was to have been decided, was too slippery for safe going. This one mile stretch, which constitutes a public speedway for horses, is covered with a top dressing of loam to afford easier footing for the trotters, and while the macadam was dry, the loam was of greaselike consistency. There are 25 entries for the Brooklyn's race. Oscar Hedstrom, two-cylinder Indian, and J. P. Bruyere, two-cylinder Curtiss, will be the scratch men.



## READY FOR SIX-DAY GRIND

**Foreigners On Hand but do not Look Dangerous—How the Men "Average Up"—  
Several Teams Added.**

When John J. McGraw, manager of the New York "Giants," the champion baseball players of this country, fires the pistol at 15 minutes past midnight to-morrow (Sunday), sixteen riders, representing that many teams and the best long distance riders in the world, will start in the thirteenth annual six-day bicycle race, on the ten-lap track in Madison Square Garden, New York City. The long grind will finish at 10:05 P. M. Saturday, December 9.

This will be the thirteenth six-day contest



ROOT.

to be held in Madison Square Garden, the first one being run in 1891. In the first race all of the contestants were mounted on ordinaries, as the old style high wheels were called, and each man stuck to his task as long as his strength permitted. Plugger Bill Martin, now a prosperous hotelkeeper in Australia, won the first race by riding 1,466 miles 6 laps. Charles Ashinger finished second, his total distance covered being 25 miles less than Martin's. For the next race, in 1892, the riders were on the track for but 12 hours a day, the total for the week being 72 hours. Albert Shock was the only man who did not ride an ordinary, he using one of the then new safety bicycles. He was much ridiculed at the start, but won the race by more than 100 miles, defeating Martin, Golden, Ashinger and Waller.

The 1893 race was not a success, and there was no contest in 1894. In the following year there was a six-day race for women, in which Frankie Nelson was the winner. In 1896 P. T. Powers, promoter of the present contest, and the late James C. Kennedy took hold of the contest. That year the contest

was won by Teddy Hale, of Ireland, he being the only foreigner to capture the race. He also made a new record of 1,903 miles 4



GOUGOLTZ.

laps. The following year Charles Miller, of Chicago, rode and won after putting the individual mileage score up to 2,093 miles 4 laps, where it still remains. He won again in 1898, but did not come within 86 miles of equalling his record of the previous year.



VANONI.

In 1899 the New York Legislature passed a statute prohibiting cycle racers from riding more than twelve hours out of twenty-four

in a race. This action was taken as a result of the agitation over the brutality of the continuous races in which riders had kept on riding when they were totally unfit physically. For the first team race, Charlie Miller was paired with Frank Waller, and they established a record that has never been approached, 2,733 miles 4 laps. Floyd McFarland and the late Harry Elkes won the second team race in 1900. In 1901 the winning pair was composed of Bobby Walthour and Archie McEachern, since dead. The late George Leander, who was teamed with "Flying Dutchman" Floyd Krebs, won the 1902 race, in which Walthour did not ride. The latter rode in the 1903 race with Benny Munroe, of Memphis, as his team mate, and Walthour won the final sprint with yards to spare. Last year Root and Dorlon won.



FOGLER.

As told in last week's Bicycling World, several new rules are to be instituted this year. One of them is that which reads: "In the case of a puncture or other accident to his wheel, a rider must not be off his wheel more than five laps or else must be relieved by his team mate. The damaged wheel must at once be shown to the referee or his representative." While this rule was doubtless designed to affect those riders who have in the past made it a practice when they feel tired to jerk the saddle out of alignment or to slip a tire and thus gain a few minutes' rest, it will, if too strictly adhered to, prove an unwise and unfair one. Many of the American riders are quartered so far from the track that it would be an impossibility for one's team mate to get to the track after an accident before five laps had been covered by the bunch, especially if the relieving rider was in the act of taking a bath. It is thought the enforcement of this rule will be left to the discretion of the referee. With a new plan that is to be tried this year it is



thought there will be less of the heretofore usual loafing by the contestants. In addition to the seven cash prizes amounting to \$350 will be offered beginning on Wednesday. Each team must this year wear colors and continue to wear the team colors throughout the race. This rule will be a good one, if enforced.

Absorbers of the putrid and smoke laden atmosphere in Madison Square Garden will this year recognize the foreign riders with difficulty. The reason is that every mother's son of them lost his hirsute upper lip adornment on the steamer coming over as a result of a dare. Louis Trousselier dared Jean Gougoltz to shave off one-half of his mous-

years older. Vanderstuyft though, has been winning laurels on the other side, the most notable being the Bol d'Or, or twenty-four hour contest, in Paris a month ago. Jean Gougoltz, the Swiss Frenchman, is well known as a six day machine, but the best he has ever done was to finish third. Gougoltz has suffered reverses this season, and it was

sion is obvious. He will team with Matthew Downey in the race and it is thought the Boston lad, who won the national amateur championship this year, will show up in the long grind much better than his English cousin.

Gougoltz is the oldest of the foreigners and Stol and Decaup are the youngest, each having seen twenty birthdays. The youngest rider in the race, however, is S. H. Wilcox, the amateur, who has just passed his seventeenth birthday. Doerflinger is the tallest and also the heaviest, while Hall is both the shortest and lightest. The average age of the foreigners is twenty-four and one-half years. Their average weight is 159.1 pounds. Most of the visitors will ride



STOL.

tache. Gougoltz accepted the wager conditionally. The condition was that they all do the same, and it was accepted. When the steamship sighted the Atlantic Highlands the ship's barber had a busy half hour removing the other halves.

A careful study of the foreigners who will ride their heads off, comparatively speaking, for the paltry \$1,500 which the corpulent promoter magnanimously offers to the team which shall be in the lead at the end of the six days, fails to cause any anxiety. It is the unbiased opinion of those who have seen the foreigners work out at Vailsburg that American born and American trained six day riders will again carry off the coveted purse.

Arthur Vanderstuyft and Johann Stol, the Belgian-Holland combination, are the ones to be most feared. Last year they finished on even terms with Edward F. Root and Oliver Dorton, but in the final sprint Stol was no match for the blond Root. Stol has scarcely been on a wheel this year and looks five



AGRAZ.

only on account of his supposed power of increasing the box office receipts that he was imported. His partner, Carlo Vanoni, is the French record holder for the flying kilometre. Although of Italian-French extraction, Vanoni is American born, having first seen the light of day in New Orleans, La. He has lived abroad all his life, and this is his first long distance attempt.

Emil Doerflinger, who will team with Antonie Dussot, is a veritable giant. He stands 6 feet 3½ inches in his stockings and tips the beam at 204 pounds. He rode here in 1902 with Heller for partner, but quit after thirty-six hours' riding. It is said that lately he has been scoring victories and has a marvellous sprint. In his workouts on the Vailsburg boards Doerflinger has repeatedly shaken off his followers. Dussot has ridden here before, also, but has yet to make good. Louis Trousselier and Maurice Decaup are both newcomers and are the only bona fide French team in the race. The former has a long string of classic French road scalps at his belt. Decaup's most notable achievement was in winning a French "novice championship," which counts for naught on this side. On the whole it looks like a cheap crowd and the Bicycling World predicts a victory for an American team.

The other visitor from across the pond is W. Thomas Hall, from Canningtown, England. Hall rode in Madison Square Garden in 1901 with MacLaren and finished seventh—then Hall did most of the riding. He is at his best following pace, and has a long string of British and world's records to his credit. Hall is a midget, 5 feet 4 inches in height and weighs, when in trim, 118 pounds. Just now his weight is 134 pounds. The conclu-



VANDERSTUYFT.

Reading Standard bicycles in the race, fitted with Palmer tires and Persons saddles. Gougoltz and Hall will push wheels geared to 104, and Trousselier and Vanoni will ride 100. All others are geared at 96.

As to the Americans in the grind, there are so many good long distance "cracks" that it would be difficult to pick the winner. The strongest combinations seem to be the Fogler-Root, MacLean-Moran, Hollister-Hopper and the Bedell-Bedell teams. After winning last year's race, Root became a benedict, and as all good husbands should spend most of their time "around the house," Root did not distinguish himself in the circuit this season. When he started training he weighed 130 pounds. Now he weighs 146 pounds. Fogler gave a good account of himself this season, and weighs 165 pounds, every bit of it solid bone and muscle. MacLean and Moran have kept conditioned by steady pace following and look good. Hollister and Hopper have been "doing things" at Salt Lake



City and the Bedell boys have been assiduously training for months. The latter pair will again ride in the sweaters of the Century Road Club of America.

When the foreigners landed in New York Robert J. Walthour was with them. Walthour was extremely anxious to start in this year's race, but on account of his disgraceful part in last year's affair it was "given out" that he would not be allowed to start. It will be remembered that Walthour organized a strike in the six day race, for which he was suspended by the N. C. A. The Bicycling World then declared that the national organization had displayed its first sign of backbone in years. Later, through influence of Patrick T. Powers, who promotes events,

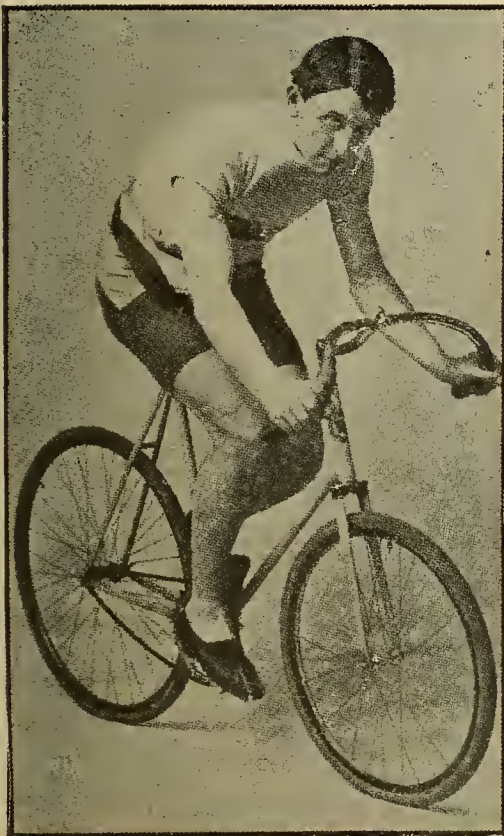
will team with the colored individual who bears the euphonious name of Ulysses Grant Scott. The white riders think the clouds will



JOHN BEDELL.

soon pass by. Four amateurs will break into the ranks. They are Matt Downey, of Boston; S. H. Wilcox, of Salt Lake City, and Fred C. Castro, of San Jose, and A. W. McDonald, of Boston.

The teams, as announced to start to-morrow night, are as follows:



MACLEAN.

the National Cycling Association undid its good work by reinstating the Atlanta rider to permit his fulfilment of certain European contracts. It is understood at the time of Walthour's reincarnation he gave a verbal promise not to enter this year's race. Walthour, however, seems anxious to ride. Ben Munroe, his partner last year, has been training for some time, and it has been announced that he would "pair up" with J. Frank Galvin. Galvin is here waiting, but Munroe has not appeared. Late this afternoon it was whispered about training quarters that a scheme had been fixed whereby Walthour might be able to ride. According to the story, Munroe is being kept in hiding until the last minute, when it is thought Galvin will have given him up and will team with McDonald of Boston. Then Walthour and Munroe will start at the last minute. Improbable as it seems, such may be the case. It is not Munroe's nature to keep quiet, though.

To give color to the contest an African team from Manhattan will ride. M. T. Dove



MENUS BEDELL.

Little Old New York Team.

Edward F. Root, New York; Joseph Fogler, Brooklyn.

French Team.

Louis Trousselier and Maurice Decaup, France.

Swiss-Italian Team.

Jean Gougoltz, Switzerland; Carlo Vanoni, Italy.

Belgian-Holland Team.

Arthur Vanderstuyft, Belgium; Johann Stol, Holland.

Swiss-French Team.

Emil Doerflinger, Switzerland; Antonie Dussot, France.

Mexican Team.

Emil Agraz, Mexico; Fred Castro, San Jose, Cal.

New-Old England Team.

Matthew Downey, Boston; W. T. Hall, England.



MORAN.

Irish Team.

Patrick Keegan, Lowell, Mass.; Patrick Logan, Boston, Mass.

German-American Team.

Floyd Krebs, Newark, N. J.; Alexander Peterson, Chicago.

Boston Team.

Hugh MacLean, Chelsea, Mass.; James F. Moran, Boston, Mass.

Long Island Team.

John Bedell, Lynbrook, L. I.; Menus Bedell, Lynbrook, L. I.

California-Chicago Team.

Hardy Downing, San Jose, Cal.; James B. Bowler, Chicago, Ill.

Yankee-Western Team.

C. I. Hollister, Springfield, Mass.; Norman C. Hopper, Minneapolis, Minn.

Mormon Team.

J. E. Achorn, Salt Lake City, Utah; S. H. Wilcox, Ogden, Utah.

Northern-Southern Team.

J. Frank Galvin, New Milford, Conn.; Ben Munroe, Memphis, Tenn., or A. W. McDonald, Boston.

African Team.

M. T. Dove and U. G. Scott, New York City.



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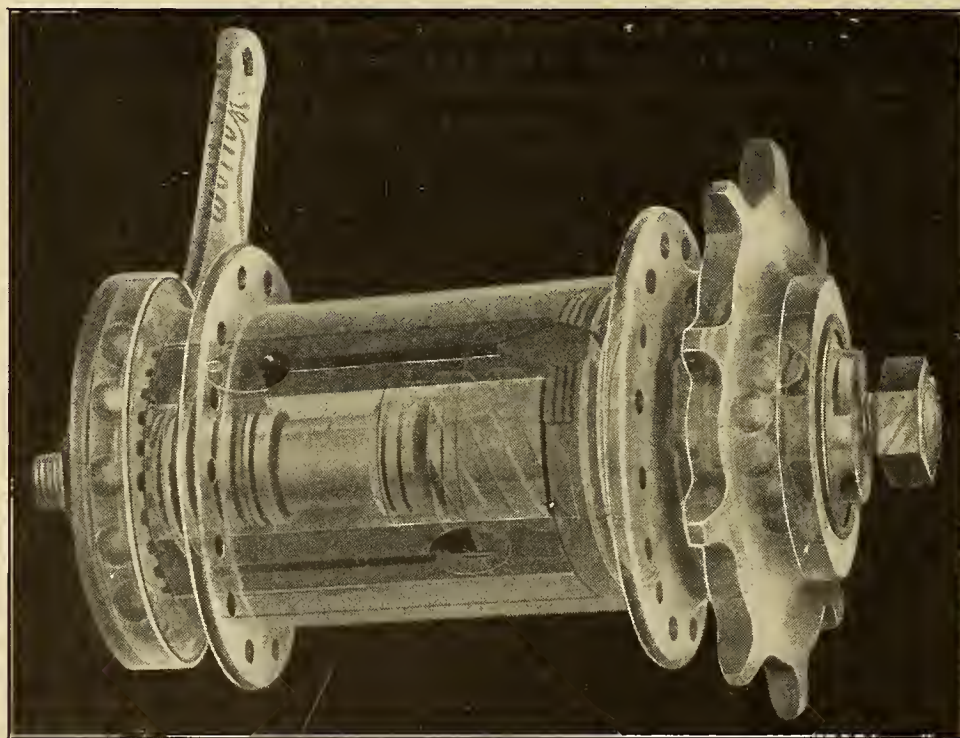
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# New York Police Force Produces its Motorcycle Champion.



What has come to be known as the motorcycle police championship of New York was decided on the Coney Island cycle paths.



ARTHUR B. ENNIS.

Brooklyn, on Saturday morning last, 25th inst. It was fitting that Arthur B. Ennis, the big, cordial and original motorcycle cop, should be first in the first race of the sort,

1. REMINGTON'S IDEA OF A RACING POSITION. 2. "MILE-A-MINUTE" MURPHY AND HIS BROTHER, WILLIAM. 3. THE LINE-UP FOR THE START. 4. MALLON, WHO WON AND LOST. 5. MALLON LAYING DOWN TO HIS WORK.

and that all others should come after, which proved the order of things. Ennis won on his merits, proving that practice still makes perfect. He covered the ten miles in 15:00 4-5.

Benjamin Mallon, a youthful, genteel, plain clothes Manhattan patrolman, really finished first, but Mallon's glory evaporated quickly. He used one of those "special"

racing machines which have been the causes of so much contention. It was borrowed for the occasion. The rules required that the men ride the same machines they employ in doing duty. Result: Mallon was promptly protested and as promptly shorn of the honors—that is, he was disqualified.

Charles M. Murphy, still famous as "Mile-a-minute" Murphy—he once rode a mile



paced by a locomotive in less than 60 seconds—also competed and was also disqualified, but for another reason. He never had done regular duty on a motor bicycle, but he could not resist the temptation the occasion afforded. He finished third, and merely smiled when disqualified. Murphy looked large and wholesome, and, wearing a striking sweater and automobile helmet, was the spickest and up-to-dateist looking man in the little party. He sucked a toothpick in the same nonchalant style that was his mannerism when a start of the bicycle racing world. He was attended by his once equally famous brother, William F., now sleek and fat and with a weakness for those fancy vests that "speak for themselves." Mallon was the other extreme. He wore a worsted jacket and long trousers tied at the ankles, an untidy fashion he affects when motorcycling with an eye open for automobile scorers. But Mallon can ride. He is not only light in weight, but he can literally lay down on his machine—the position which counts for so much in motorcycle racing.

Nearly all the other cops were on hand. The redoubtable Roundsman Eugene Casey was, however, a very notable absentee. He had entered and, according to one story, planned to use a two-cylinder machine, but in practice found it too swift for his health. When they lined up for the start the seven men looked not at all like policemen; as a whole, they presented an even better appearance than a group of average leather-garbed motorcyclists.

They were started on the "automobile plan," that is, singly at one minute intervals, a wise precaution on a course embowered with trees. There were more than 100 uniformed policemen guarding the crossings, and two ambulances were stationed in readiness for "eventualities." Not much publicity had been given the affair, and it was run too early in the morning to attract very much of a crowd. Mallon was the first man away, and he was never headed. He finished with lots to spare in 14:28. Ennis, who started fourth, overtook McDonald and Remington. He had his stock machine well tuned, and despite his 185 pounds finished only 31 seconds behind the lightweight Mallon on a light racing machine. Murphy jumped from sixth position to third, only to be disqualified, however. The summary:

Policeman.	Time.
Arthur B. Ennis, Brooklyn Headquarters	15:00%
Thos. McDonald, Brooklyn Headquarters	16:15%
George M. Shepherd, 65th Precinct.....	16:41%
Fred. O. Vanderpool, 34th Precinct.....	17:02%
R. E. Remington, 40th Precinct.....	78:57
Benj. Mallon, Central Office, 14:28:00, and C. M. Murphy, 49th Precinct, 15:31:00, disqualified.	

All the men save McDonald rode 1½ horsepower Indians. McDonald's mount was a Thoroughbred of the same power.

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Motor World Publishing Co., 154 Nassau street, New York. \*\*\*

## ABOUT VULCANIZATION

### Features of that All-Important Tire Process that are Little Understood.

To the average individual who is compelled upon occasion to do his own tire repairing, vulcanization means "healing the rubber" until the patch or particular repair under consideration becomes incorporated with the shoe or whatever the foundation may happen to be. Ordinarily of course, the tire goes to the professional repairer and the owner's only connection with the job is paying for it. But it is just as well to know a little more definitely just what vulcanization does imply, particularly as the day of the "do it at home" portable apparatus for this purpose is not far away. Such things are in fact already on the market on the other side, one style being recommended for carrying on the car so that the repair may be vulcanized "while you wait."

As a preliminary it is just as well to bear in mind some of the stages the crude rubber passes through before it becomes a tire. So far as its use for everyday purposes is concerned, raw rubber is of small value. It must first be relieved of all foreign matter such as dirt and chips that adhere to it and become incorporated in the mass of sticky, vile smelling substance that constitutes the product as it comes to the hands of the manufacturer. To do this it is passed through tremendous rolls washed, rolled and washed again, until entirely clean and then hung up in huge white sheets to dry. It is then ready for the curing—a process which differs more or less in every factory, for from the earliest days of the rubber industry, this question of how best to prepare and cure it has absorbed, and still is for that matter, taking most of the time and attention of a number of experts. Various chemical agents are employed, chief among them being sulphur, owing to its cheapness and ease of working. But it would be impossible to go into detail on this branch of the subject for therein lie the carefully guarded secrets of the business that are handed down from father to son. What may be best for the purpose and how to employ it to the greatest advantage can hardly be termed settled questions for chemistry without number are constantly experimenting with an eye toward improvement in this direction. However that may be, the materials are specially blended and compounded under the eye of the expert chemist well versed in the peculiarities of the substance, so that this is hardly a matter with which the amateur will ever have to deal. There is also considerable difference of opinion as to the length of time required to properly cure the crude rubber and bring it to a state where it is ready for vulcanization, this varying from days to months.

In the conversion of the cured rubber into what is known as vulcanized rubber, a cer-

tain degree of heat applied for a stated length of time is necessary to bring about the chemical change, the duration of the process varying according to the nature of the chemical compound employed, but in all cases vulcanization is arrested at the moment that the rubber has reached the stage at which it is in its most elastic and durable form suited to commercial application; for instance in the manufacture of inner tubes and shoes, the process is brought to an end at the point where the conversion is deemed to be complete for the purpose to which it is to be used. Beyond this any further application of heat has an injurious effect on the rubber and if permitted to continue sufficiently long it would finally arrive at a stage where it would become hard and brittle forming the material commonly known as vulcanite and totally unsuited for tire uses.

From this it will be apparent that it is impossible to vulcanize a patch or other repair without also continuing the process of vulcanization to those parts of the tube or shoe again brought in contact with the heated surface that surrounds the spot being worked. Thus in producing materials for what may aptly be termed local repairs, the rubber chemist has if anything, a more difficult task than at the outset, for he must prepare compounds which will in the course of periods necessarily but a fraction of those originally devoted to the operation, often 20 to 30 minutes, vulcanize and amalgamate with the foundations which may have been, as in the case of a shoe, hours under treatment. The object in view is naturally to subject the already vulcanized portion to the shortest possible heating while effecting the repair. It must be borne in mind that this cannot be accomplished without carrying the vulcanizing process a step further toward the hard or vulcanite stage already referred to. This will doubtless explain to the novice who has tried his hand at it, why after failing to make a satisfactory job of placing a patch or closing a bad cut at the first application, and the attempt has been repeated a few times, the rubber adjacent to the spot worked on is found to have assumed different characteristics from the remainder of the tire. Such treatment of an inner tube would doubtless result in the repair giving way upon inflation or not long after, and upon examination the material would be found to have become either a mass of cracks or porous and flabby.

It will readily be seen from the foregoing that failure to effect a clean and sound, as well as rapid repair at the first trial can only result in deteriorating the article under repair by repeating the attempt, which, if carried far enough will end in its ruin by fatally changing its qualities, such as forming a resilient into a hard and brittle substance.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York. \*\*\*



## BACKSLIDER'S IMPRESSIONS

### He Notes Changes that Have Come Over Cyclists and Recalls an Experience.

"One of the things that strikes me most forcibly about the cyclist of to-day is his moderation," said one of the ex-members of the fraternity in answer to a question. "Of course, they are the same men. I have been surprised to note the number of them out on every fine Sunday and holiday, particularly during these fall months. It doesn't take more than a single glance at them and their mounts to realize that in the main they are veterans of that vast army that swept over the land like a swarm of locusts for a few years and then went the way they had come. The men and women you see riding nowadays are the ones that were not slow to take up the sport in the first place, but they did not do it to death when the fever first struck them. Probably they never really got the fever; they may have taken to it naturally and never exceeded the bounds of reason and common sense in their enjoyment of it. Certain it is that they are the ones who got most out of it then and do so now.

"Oh, no! I didn't think so at the time, but I was fifteen years younger when I first took to the safety, and I had been practising on its predecessors of different types, such as the ordinary and its variations, the old Star and the Eagle, at the expense of my friends who owned them, before that time. That makes a difference, although I settled down more or less when I invested in a tandem and did the work while my wife toiled not but spun along on the front seat. Making pedals go round on a bicycle built for two, where one of the pair is oblivious to everything but the scenery, was not conducive to trying to get over the ground at a high rate of speed.

"To tell the truth, my opinion of the meandering, take-it-easy cyclist was very different then as well. It was a type usually represented by the elderly man and the old maid class of women whose mounts were eminently adapted to them, so prim and respectable looking were they—the class that clung to mud guards and brakes long after they had passed beyond the ken of the average rider. With handlebars high and seats low they sat up straight as a deacon at a church meeting, and pedalled along slowly and decorously, sometimes doing all of fifteen miles in one day. I must confess I was one of the crowd who took delight in scoffing at this type of rider. Of course, the picture I have drawn is rather extreme, although there were many who corresponded to the description. Still, I have no doubt many such found themselves greatly benefited by their experience with the wheel—in fact, I know a pretty old-timer who never owned anything better than one of the department store brand of wheels which he picked up at auction, and never rode more than five miles at a time in his

life. But he used it steadily for a few years, and I have often heard him express a wish since that he had never given it up. Doubtless such riders got all the pleasure out of the pastime that there was to be had in riding a wheel and never had any bad after effects in the shape of the bone cracking stiffness that followed a day's scorching, especially when it was indulged in without previous training.

"The other side of the picture presents equal extremes, for there were as many if not more of the goose-neck scorcher variety as there were sedate riders who pedalled as if they were in church. The mount of this other extreme was usually something wonderful to behold—built to order and of a make-up never seen off the racetrack. Here conditions were reversed with a vengeance, for the grips of the handlebar usually approached the level of the front wheel hub, while the seat soared above the frame like the neck of a stork. The former was seldom more than twenty or twenty-two inches, and when a lean and lanky individual happened to distribute his anatomy over it the sight presented was certainly a caricature of the every day rider. Of course, the tubing of the machine was as thin and the sprockets as large as they could safely be made, and all out of proportion to the rest of the wheel, so far as looks went.

"No, the distinction of being a member of that class never could be credited to me, because my mounts were never anything but standard roadsters, with the regulation heavy tires and fittings.

"I suppose that my classification would probably be that of 'plugger'; I was neither one of the very sedate nor the very flashy riders who never pedalled at anything but top speed. But what I wanted to emphasize when I first started out to compare the cyclist of to-day with those of several years ago—the same individuals in many cases, of course—is that he is never in the same hurry to make the wheels go round. That is, all classes except the dignified extreme already detailed. Whether a man considered himself a crack or was a mere plugger; or, worse still, if the best he could in the way of a mount was one of ancient vintage and had seen far better days, he invariably thought speed was the one thing to be had out of bicycle riding. Not in one case in a hundred was there any definite object in sight; he was not bound for any place in particular, but he always wanted to get there and was in the same hurry to get back.

"Just as a sample of the everlasting hurry that most of them were in, I can recall many instances, but probably this one illustrates it as well as any. I am reminded of a ride a party of four of us took on a beautiful fall day almost ten years ago. The Hudson County Boulevard, across the river, was but recently finished, and formed a Mecca for cyclists within twenty miles roundabout; it must have greatly added to the revenues of the ferry companies, for thousands were in the habit of crossing the river from this side to have a try at it. This was not to be won-

dered at, for it was a hundred and fifty feet wide, all smooth macadam, just from the builders' hands, and accordingly very fast, particularly in one direction; that is, from north to south, for the entire fourteen miles of it that way is practically all downhill, as it represents the vanishing slope of the Palisades that reach to tide level down at Bergen Point. The boulevard starts from nowhere, and after skirting the hilltop for that distance ends up in the woods, so the only traffic on it was pleasure driving, and there was nothing to spoil its surface.

"There were four of us, starting out for a Sunday ride, two from Brooklyn and two from Harlem, so we rendezvoused at the Cortlandt street ferry to Jersey City, with the boulevard as an objective. The less said about Jersey City the better, but even here our two Brooklyn friends thought it necessary to get all they could out of their wheels and themselves by pushing full speed over the execrable pavements, and up grade at that. I won't bore you with details, because the entire ride was the same. Uphill and down dale the four of us pushed for all we were worth along the Jersey shore until we reached Nyack, and the great majority of the young bloods on the road did the same. It was a case of scorch and sprint ahead of everything on the road as long as they were in the saddle. The only time we were not in a hurry on that peaceful Sunday was in crossing the ferry to Tarrytown and attending to the inner man at the local Waldorf in the latter place.

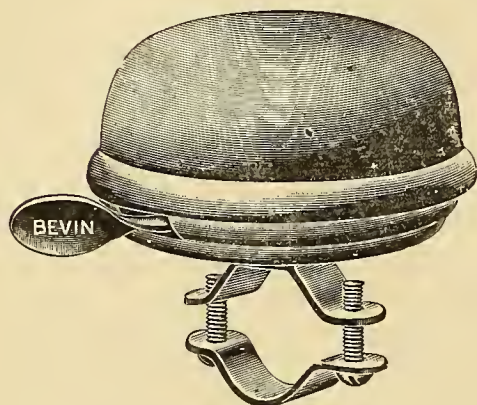
"Broadway, the old post road that connects the metropolis with Albany, runs along the side of the hill about half way up just at that point, and it's a drop of almost seventy-five feet vertically down to the river. About 500 feet is consumed in getting down that distance, and the grade on all of it is certainly bad enough—almost 1 in 5—but the last hundred feet or more simply drop off, monopolizing more than half of the vertical ascent. Of course, we not only had to ride that eyebrow, but raced up it and took turns racing all the way home; raced with each other and with anything else on the road anxious to join in, and there was certainly no lack of takers. All this in spite of the fact that no one was in any hurry to get anywhere in particular. Many of us compressed into a few hours enough riding to stretch over two days, and in a few years had exhausted the supply of available places within reasonable riding distance; probably that was one of the reasons for a falling off in interest with some—there were no longer any new fields to visit, any new roads to conquer a wheel, and rather than revisit old scenes certain of us preferred not to ride.

"Concentration of effort on a certain thing is all very well in its way, but there was such an everlasting lot of concentrated effort used up on the bicycle in those days that many people condensed the riding experiences of a lifetime into a few years; they would be riding still if it were not for the fact that they had already ridden them elves out long ago. The contrast offered by the cyclist of

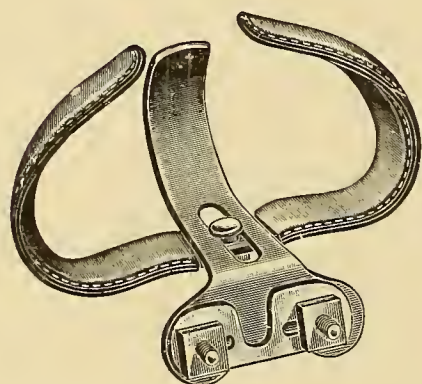


# THE "Good Old Standbys"

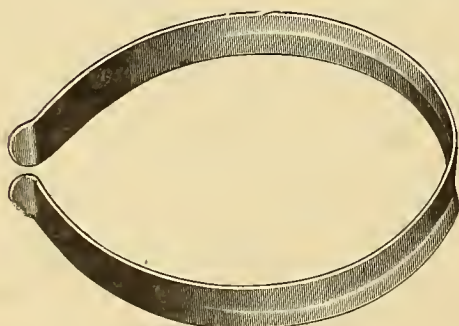
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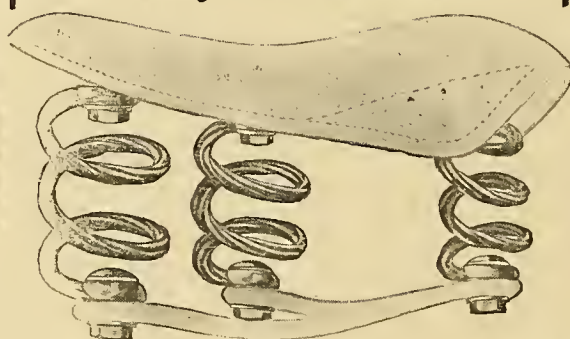
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to-day, to my mind, is one of the most pleasing features of the pastime. The cyclist who has remained true through thick and thin, and his name is legion, though the fact is not appreciated by any means, has done so through love of his mount and what it means to him. He has long since become familiar with practically every good road within a century of the city, and now confines himself to less ambitious rides, and doubtless finds there is as much, if not more, pleasure to be had out of a little less concentrated dose—he has turned homœopath and takes his medicine diluted. When I see some of them out for a spin I am more than half tempted to buy a new wheel and get back in the game again."

## The Artist (?)

Who made this picture, when last seen was headed for the North woods, and the dust was curling up behind him as if he were a racing automobile. Our Catalogue Editor was only three hills behind and had a sand-bag in his right hand. The cut is the worst we have ever seen. But

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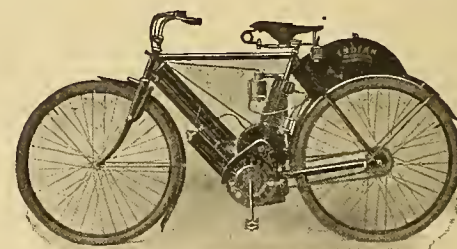
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## TOURING "ON THE CHEAP"

What it Suggests to the Scottish Mind  
and How they go About it.

"On the cheap!" What horrid thoughts of unspeakable things of impossible self-denial, of all that pertains to that most un-blessed state—being hard up—do the three words conjure before the mind," says "Jock" in the Scottish Cyclist. "To the man with a well lined purse the words express but little; neither do they mean much to the man whose pockets enjoy a chronic state of containing nothing at all.

"In the first case going on the cheap is a qualified sort of thing; it may entail a cheaper brand of cigars, taking a 'bus instead of a cab, travelling third class rail instead of first, and other useful economies of a similar kind; but there is no real difficulty or hardship in that sort of thing, after all. As for the other—the poor devil whose pockets are permanently vacuous—what can he grasp of the mysteries of "on the cheap"? So far as worldly gear goes, his permanent state presents the very essence of nothingness. He has got to the rock-bottom of expenditure, lower than which civilized, half-civilized or demi-semi-civilized man can hardly go, and, having attained this, the idea of living more cheaply can only present itself to his mind as a manifest absurdity.

"It is between these two extremes of life that we usually find the man who is compelled to indulge his taste for the luxuries of life in an economical way. He must either do them "on the cheap," or forego them altogether, and I think of all amusements, recreations, pastimes or luxuries of the kind, that of cycling includes among its votaries the largest proportion of those who are occasionally or permanently in this parlous state. I suppose this is due to the fact that many who take up cycling do so under the impression that once they have scraped together the money for the machine, the financial side of the matter will give no further cause for anxiety.

"This is a delusion from which there is invariably an early awakening, and the rider who is burdened with unlimited enthusiasm for the pastime and a limited income for indulging in it is soon face to face with the choice of one of two alternatives—he must either forego anything in the shape of touring or find some means of doing it in an economical manner. It must be confessed that touring of any kind is not by any means the cheapest way of spending a holiday; and it is, of all holiday making, the kind the exact cost of which is most difficult to estimate beforehand. The cycling tourist is somewhat better situated in this respect

than those who have to rely upon other means of travel, but, all the same, he is so dependent on that very uncertain factor, the amount of his hotel bills—and it is practically impossible to gauge this beforehand—that the cost of a tour of any duration becomes a matter of great uncertainty.

"In my early days, when my cycling enthusiasm was considerably greater and my income considerably less, I was frequently confronted with the necessity of cutting my coat according to my cloth, and I can recollect the anxiety which beset me at times when I found my purse getting lighter and lighter as the tour proceeded. Invariably my calculations had been under, rather than over, the mark, and before the end came I generally found myself near the end of my resources while perhaps a hundred miles or more from home. In this sad plight the most interesting touring topic of the hour was how to raise the wind. Happily, I usually succeeded without having recourse to the casual ward. It concerns not the reader how this may have been accomplished. Most of us find a way out when pushed in a corner like this, and if we have to keep the lower button of our coats fastened for a while on our return, let us hope that we shall not be pestered by inquisitive friends who want to know the time.

"Exactly how cheaply a man can tour on a bicycle is a problem which, I think, is still far from being solved. Some men declare that 15 shillings per diem is the minimum sum on which it is possible to tour and be happy, while others will declare the thing can be done, and done well, at a third of that figure. Of course, it is possible to get through at even less than this last, and, judging by the feats of some of the round-the-world specialists it cannot only be done on an expenditure of nothing at all, but it is possible even to make a profit on the journey. The last named class, however, are in my opinion neither more nor less than professional tramps, who drag the game of cycle touring in the mud, and if their example were widely copied this world would be an even sadder place than it is for decent folk to abide in. As I think I mentioned in a previous article, the safest way to study economy is to patronize village inns, and if these lie off the direct road so much the better. Bed and breakfast can often be got at such places for a couple of shillings, and, though the accommodation may not be remarkably grand, as a rule I have found such places clean and homelike and the food good. The mid-day meal is invariably a difficulty for the student of economy. It seems a comparative rarity for the village innkeeper to have a dinner cooked on any day but Sunday, and, personally, I find cold meat an impossibility when touring.

"To stop at the average hotel means, as a rule, an expense of three or four shillings for dinner, a figure much too high for those who are touring "on the cheap," and unless one is in a town of considerable size there is generally nothing else to be done but

patronize one of such houses. The only way to escape, therefore, is to make the feeding programme a little elastic, and when a suitable dining place is found within an hour or so of the intended time for the midday meal call a halt. Temperance hotels are invariably low priced—I will not say cheap, because I would classify most of them as dear, no matter what they charged, but if necessity compels they may be resorted to in an emergency. Readers of this column may think I am usually rather too severe on this class of hotel, but I write from a sad experience. I have tried them north, east, south and west, and the proportion of such places that were even tolerably comfortable has not ranked higher than one in half a dozen. Why this should be so is a mystery, but so it certainly is, and if the ardent temperance reformer would but turn his attention to the formation of some society for improving such houses—hotels, coffee taverns and the like—he would do more good than by perpetually hurling anathema at the other side, where cleanliness is not always disregarded, comfort is not completely tabooed and good cooking receives a little consideration. A married couple of my acquaintance have helped to solve the problem of reducing the cost of their tandem ramblings by carrying a cooking outfit on the machine.

"By this means they frequently avoid all hotel bills except for sleeping and the first meal of the day, but I think this kind of touring requires a peculiar bent, and a dinner cooked and eaten by the wayside would not be to my taste, nor, I am afraid, to that of the majority of those who go a-touring. Still, this plan might be adopted for tea, and a saving be effected in that way. Prepared tea is not the messy job that cooking a dinner is, and if the weather is fine it is often a more enjoyable way of taking that meal than patronizing an inn. I have been through the whole of this cooking and meal preparing when up-river camping, and found it so little to my taste, even when fixed up in one spot for several days, that I do not think it would suit me when continually shifting pitch on a bicycle. What the tourist requires nowadays is a good hotel and inn guide, where he could learn the locality and ordinary tariff of various grades of houses throughout the district he is exploring. The C. T. C. handbook answers up to a certain point, but it does not go far enough by any means. It is hampered by the discount system, which, I am convinced, is nowadays almost useless. When the discount is a genuine one it invariably applies only to the more expensive hotels, and even the net amount of the bill is above what the economist desires to pay. The discount system is cordially disliked by the innkeeper, and many moderate priced houses are thus kept off the list, whereas if all that were demanded were a definite statement of tariff, free accommodation for the cycle and proper attention for the rider, I have no doubt a very useful hotel, etc., guide could be compiled.



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## RACED OVER FROZEN RUTS

### Greek Wins and Wiley, Wide Awake, Leaves Other Scratch Men Toasting their Toes.

George Thoreakos, a Greek member of the Brower Wheelmen, riding with the rather liberal time allowance of 12 minutes, won with hands down the annual thirty-mile road race of that organization, held on Long Island on Thanksgiving morning, 20th ult. Thoreakos's time was 2:41:00. The Browers' race was most unsatisfactory from several standpoints. Weather conditions were such to take the shine off any event even had the management done everything desirable, but the race itself was miserably mismanaged. When it came time to start the scratch men only one of them, George Wiley, the diminutive road rider from Syracuse, N. Y., was in sight. He breasted the mark and went away with a handicap man who had been pulled back to scratch to keep Wiley company. A minute and a half later the Eifler brothers, Gustave Duester and Fred Graf, the other scratch men, appeared on the scene. They had been warming themselves in the clubhouse, and the clerk of the course had failed to notify them of the start. They finally started after their co-marker, then two minutes in the lead.

The course was from Beard Rest, Brooklyn, to Valley Stream and return, thirty miles, and the roads were anything but conducive to speed and comfort. The heavy rains two days previous had cut them deeply, and the following cold spell froze the corrugated surface in all its roughness. The riders declared it was worse than riding over Newark cobblestones, and the time bears out the statements. Many of the riders did not survive. More than fifty started in thin racing suits, with limbs exposed to the icy blasts, and were naturally unable to cope with the rough roads and the blizzard weather. Some of those who finished were hardly able to dismount, so numbed were they.

On the way out Joe Eifler, of the scratch bunch, slipped on the ice coated highway and went down heavily. His machine was completely demolished and one leg lacerated. This did not dampen his ardor, though, for he borrowed a wheel from another rider and continued in the race.

Time honors came easy to Wiley, the Syracuse messenger boy. He covered the course in the slow time of 2:24:00. One minute later the other scratch men followed the visiting cyclist across the tape. Frank Eifler led, and A. G. Duester and Fred C. Graf followed in this order. Joe Eifler, who fell on the way out, finished later, but not in time to figure in the prizes. Thoreakos, who won the race with consummate ease, finished far ahead of M. Schulman, the second man, so that the finish was uninteresting. Thoreakos was later protested for accepting outside pace, but as no one seemed anxious to press the charge the protest was disallowed. The summary:

Pos.	Name and club.	H'cap.	Time.
		min.	H.M.S.
1.	G. Thoreakos, Brower W.....	12	2:41:00
2.	M. Schulman, Brooklyn.....	13	2:39:00%

3.	H. Lafenetre, Roy W.....	15	2:36:00
4.	P. Wollenschlager, C. R. C. A..	15	2:36:00%
5.	H. Williams, Roy W.....	20	2:41:00
6.	D. D. Adey, jr., C. R. C. A....	20	2:41:00%
7.	S. Rien, New York.....	18	2:40:00%
8.	John Cavanagh, C. R. C. A.....	20	2:42:00
9.	P. Donato, New York.....	20	2:53:00
10.	C. Nerent, C. R. C. A.....	8	2:31:00
11.	G. S. Jerome, New York.....	15	2:38:00
12.	E. Fanning, Brower W.....	15	2:41:00
13.	G. Lazanees, New York.....	18	2:42:00
14.	F. Bassanni, New York.....	10	2:35:00
15.	F. Larsen, C. R. C. A.....	18	2:44:00
16.	M. L. Walters, C. R. C. A.....	20	2:46:00
17.	J. Peter, Roy W.....	12	2:38:00
18.	H. O. Welmut, New York.....	15	2:41:00
19.	A. Blier, New York.....	15	2:44:00
20.	G. Wiley, Syracuse.....	scratch	2:24:00
21.	C. M. Schlosser, Brower W....	8	2:35:00
22.	F. M. Eifler, C. R. C. A.....	scratch	2:25:00
23.	F. C. Graf, C. R. C. A.....	scratch	2:25:00%
24.	A. G. Duster, C. R. C. A.....	scratch	2:25:00%
25.	G. Gerhard, New York.....	scratch	2:46:00

The time prize winners were: George Wiley, 2:24:00; F. M. Eifler, 2:25:00; F. C. Graf, 2:25:00%; A. G. Duester, 2:25:00%; C. Nerent, 2:31:00; P. Donato, 2:33:00.



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### How They Feed Road Racers.

It is so long since a truly long distance straightaway road race was run in this country, that most cyclists know little of the arrangements necessary for such an event. But even in the palmiest day of the sport it was rare indeed that the promoters undertook to provide food for the contestants. In Australia, however, one big road race still survives—the one from Warrambool to Melbourne, 165 miles, promoted annually by the Dunlop Tire Co.—and that the participants are in no danger of suffering the pangs of hunger is evidenced by this “menu card.”

“Camperdown (43 miles)—Food satchel. Contents: Three bananas, four mandarins, quarter pound chocolate, quarter pound muscatel raisins, several pieces of celery (for moistening mouth), one-third pound specially prepared beef sausages, cooked. Pint tin of hot bread and milk, slightly sweetened, at top of hill outside Camperdown.

“Winchelsea (96 miles)—Egg flip, half-pint, supplied in tins on top of rise leaving township. Plain milk obtainable, if preferred.

“Geelong North (122 miles)—Another food satchel and tin of bread and milk will be handed to competitors.

“Werribee (145 miles)—“Bovril”—beef tea—will be available at feeding station in Werribee Township. Should any rider desire two or three bananas, same can be had for the asking at this feeding station.

## CYCLE RACES STIRRED CROWD

### Sensational Finishes Made Other Armory Games Appear Tame—Fast Time on Floor.

Sensational finishes of the hair raising order marked the opening meet of the Seventy-fourth Regimental games at the Buffalo (N. Y.) Armory last Saturday night, 25th ult. Indeed, there probably never was a set of games in which bicycle riding figured so prominently as it did on that occasion. It was just a year ago that the Buffalo Cyclists' Union went on a strike and refused to ride in the Seventy-fourth Regiment Armory and this was the first time the “union” riders had appeared in that building since peace was arranged. Their recent declaration to work together this winter to make bicycle racing the chief winter sport in Buffalo held good, judging by the spirited races which formed the greater part of the programme.

The first event was a one mile novice. There ensued fast riding in each of the trial heats, and the final saw Otto Menge, of the Standards, lead Edward Aranz and William Martin across the tape. The time was 2:32. A sensational sprint developed in each heat of the one mile open. The first heat was the most interesting. Bauman and Delling fought hard, almost neck and neck in the last lap, but the former won out by inches. White-lock captured the second heat after some good men had spilled. Tanner beat Riley in a blanket finish in the third. The final heat proved to be the best race of the evening, not a rider going down on the slippery floor. As far as winning the race goes, White-lock appeared to have practically won the race at the quarter pole, and was taking things easy, too, easily, in fact, for Delling, who had been trailing far in the rear, suddenly unwound a sprint that brought the entire ensemble to their feet. He overhauled the other men and finally won out in an astonishing manner. Schudt, of the Standards, crossed the tape second and Tanner, of the Moonshiners, finished third. Time, 2:31 3-5.

In the two mile handicap, the limit men did not have the race all to themselves as is usually the case. Fred Schudt from the fifteen yard mark won the first heat, and Tanner won the second from McCracken by a well timed sprint. James Dick took an unfortunate spill in the fourth and was badly cut about the face. He suffered no serious injury, however. The final heat was close, Fred Schudt winning out, with McCracken second and Tanner third. Time, 4:38 2-5. Summaries:

One Mile Novice.—First heat—E. Aranz, Ariel A. C., first; William Martin, Standard W. C., second; W. Eagles, W. W. C., third. Time, 2:25 4-5. Second heat—F. O. Menge, Standard W. C., first; G. Schwarzzott, Ariel A. C., second; M. N. Baker, Ariel A. C., third. Time, 2:20 1-5. Third heat—J. Gittere, unattached, first; T. Lester, Ramblers' B. C., second; J. B. Devine, unattached, third. Time, 2:26 1-5. Final heat—F. O. Menge,



Standard W. C., first; E. Aranz, Ariel A. C., second; William Martin, Standard W. C., third. Time, 2:32.

One Mile Open.—First heat—W. E. Bauman, Ariel A. C., first; Edward Delling, Ariel A. C., second; James Dick, Ramblers, third. Time, 2:23 1-5. Second heat—W. W. Whitelock, 74th R. A. A., first; Charles McCracken, Ramblers, second; Fred Schudt, Ramblers, third. Time, 2:51 1-5. Third heat—J. M. Tanner, Moonshiners, first; W. H. Reilly, 74th R. A. A., second; R. J. Hoover, Pierce Arrow A. C., third. Time, 2:23 2-5. Final heat—Edward Delling, Ariel A. C., first; Fred Schudt, Standard W. C., second; J. M. Tanner, Moonshiners, third. Time, 2:21 3-5.

Two Mile Handicap.—First heat—Fred Schudt, Standard W. C. (15 yards), first; J. Lester, Ramblers' B. C. (90 yards), second; Gus Gurn, Ramblers' B. C. (145 yards), third. Time, 4:42. Second heat—J. M. Tanner, Moonshiners (60 yards), first; Charles McCracken, Ramblers (30 yards), second; F. O. Menge, Standard W. C. (165 yards), third. Time, 4:43 3-5. Third heat—J. Gittere, unattached (130 yards), first; Joe Barback, Ariel A. C. (85 yards), second; J. S. Baker,

Ramblers (120 yards), third. Time, 4:43. Fourth heat—Ed Aranz, Ariel A. C. (115 yards), first; J. Schieder, Moonshiners (10 yards), second; E. J. Hanks, Ariel A. C. (100 yards), third. Time, 4:44 3-5. Final heat—Fred Schudt, Standards (15 yards), first; Charles McCracken, Ramblers (30 yards), second; J. M. Tanner, Moonshiners (60 yards), third. Time, 4:38 2-5.

#### Cameron Wins Regimental Race.

George Cameron, the crack flat floor rider of the 8th Regiment Athletic Association, won the two-mile handicap bicycle race in that armory last Saturday night, 25th ult. Cameron started from scratch and crossed the line an easy winner in 5 minutes 4 seconds. The floor was unusually slippery, and before the race the riders tried to sprinkle rosin on the boards, but a keen eyed official quickly put an end to that game. The track is twelve laps to the mile, and many of the riders went off at a tangent while trying to negotiate the turns at full speed. Cameron was entered in the first heat, and caught the long markers in the twentieth lap. He qualified for the final as did Charles Jacobs, 100 yards,

and Owen J. Devine, who had 26 yards. Time, 5:11 1-5.

"Hank" F. Cranston was placed on scratch in the second heat, and his nearest opponent was so far ahead that it was almost an impossibility for Cranston to overhaul him. He rode a game race, but did not finish until three men had crossed the line. C. W. Lediard (60 yards) finished first; Charles Nerent (80 yards), second, and W. Vanden Dries (30 yards), third. Time, 5:13 2-5. The final heat went to Cameron. Vanden Dries finished second and Lediard third. Jacobs was killed off in the first mile, and Devine fell at one of the turns. Time, 5:04.

#### Scratch Man Scores in Indoor Handicap.

Only one bicycle race enlivened the usual dull routine of games at the Fourteenth Regiment Armory in Brooklyn, N. Y., last Saturday night, 25th ult. It was a handicap at one mile and closed to members of that regiment. P. E. Barczih from scratch overhauled the longmarkers and won out easily, covering the distance in 2:45 4-5. Thomas Rowand, 30 seconds handicap, finished second and C. Bowman, 15 seconds, was third.



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we are giving to dealers who save their NEVERLEAK "Brass Sign" certificates. One of these certificates accompanies each dozen 4 oz. tubes of NEVERLEAK. When you have 12, mail them to us, and you will receive one of these splendid signs, size 12 by 15 inches, absolutely free of charge. A little effort on your part will secure a pair of these signs—one for each side of your door. Dealers are sending in for these signs every day. Now is the time for you to get in line for yours.

**BUFFALO SPECIALTY COMPANY, - - Buffalo, N. Y.**



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THIS IS THE TIME TO

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*All Standard Goods and Supplies for Bicycle and Automobile Builders and Dealers.*

SEND FOR CATALOGUES.

**EXCELSIOR SUPPLY CO., - 233-5-7 Randolph Street, Chicago, Ill.**



Inadvertently, we suppose, the word **GOODRICH** was omitted from a recent advertisement calling attention to W. C. Chadeayne's trip across the continent on a motor bicycle equipped with Goodrich G & J Motorcycle Tires. We append a copy of Mr. Chadeayne's letter, also a statement from the Thomas Auto-Bi Company, which speaks for itself:

November 13, 1905.

THE B. F. GOODRICH CO., San Francisco, Cal.

Dear Sirs:—I arrived here October 30th after having completed a trip of 3600 miles across the continent, from New York City to San Francisco, on a three-horse Thomas Motor Cycle, using GOODRICH G & J MOTOR CYCLE tires throughout the trip, and I am happy to state they gave the greatest satisfaction.

Very truly yours,

WM. C. CHADEAYNE.

November 10th, 1905.

THE B. F. GOODRICH COMPANY, Akron, Ohio.

Gentlemen:—We are pleased to inform you that Mr. Chadeayne, who used your motorcycle tires in the Transcontinental run from New York to San Francisco, reports that although he rode them over 4000 miles, much of which was over railroad ties, railroad ballast, sand and cactus, giving them the very hardest kind of usage, he has nothing but praise for Goodrich Tires. This, together with our own experience of the last five years with your tires, induces us to place our order with you for our next season's requirements, copy of which we enclose.

Yours very truly,

THE THOMAS AUTO-BI COMPANY,

per C. E. Becker, Pres.

---

**THE B. F. GOODRICH COMPANY, - = Akron, Ohio**

NEW YORK, 66-68 Reade St. and 1625 Broadway  
BOSTON, 161 Columbus Ave.  
CLEVELAND, 420 Superior St.

CHICAGO, 141 Lake St.  
BUFAALO, 731 Main St.  
DENVER, 1444 Curtis St.  
LONDON. E. C., 7 Snow Hill.

PHILADELPHIA, 909 Arch St.  
DETROIT, 80 E. Congress St.  
SAN FRANCISCO, 392 Mission St.



## WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

**WANTED**—Second-hand Indian Motorcycles; I also want the trade of motorcyclists everywhere for supplies, ammeters, hydrometers, stands, spark plugs, belt hooks, chain links, batteries and everything else. F. B. WIDMAYER Motorcyclists Supply House, 2312 Broadway, New York.

**FOR SALE**—Indian Motorcycle 1905, almost new, \$160.00. Indian 1905, \$125.00. Rambler 1904, new, \$150.00. Rambler 1904, \$125.00. Complete stock of Indian and Rambler Parts in stock. Home trainers to hire. TIGER CYCLE WORKS CO., 782 Eighth Avenue, New York.

**TWO** Second Hand Indian Motorcycles, guaranteed; perfect condition; new bushings, all improvements; \$125.00 each. New Model A Columbia, \$125.00. New 1904 Rambler, \$150.00. Four H. P. Mitchell, \$75.00. F. A. BAKER & CO., 1080-82 Bedford Ave., Brooklyn; 20 Warren St., New York.

**FOR SALE**—Light machine shop and bicycle sale and repair business. Automobile work can be added to advantage. Old established and doing good cash business the year 'round. Excellent opportunity for any one mechanically inclined and desirous of going into business. Located near New York. Terms to suit. Reason for selling is, wish to retire. Investigation solicited. X. Y. Z., care of Bicycling World.

**FOR SALE**—One of the speediest, most reliable and best hill-climbing Indian motorcycles ever produced; all improvements; \$150. Only reason for selling—have placed order for 1906 model. PRES., care Bicycling World.

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33 Murray Street, NEW YORK,  
CARRY A COMPLETE STOCK OF  
**BICYCLES, TIRES, SUNDRIES**  
CAREFUL ATTENTION PAID TO  
**PROMPT SHIPMENT.**

## CATALOGUE.

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AURORA, ILL.

**BICYCLES and MOTORCYCLES**  
HIGH-GRADE LEADERS.

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45-47 Fulton Street, Chicago.  
Write for terms.

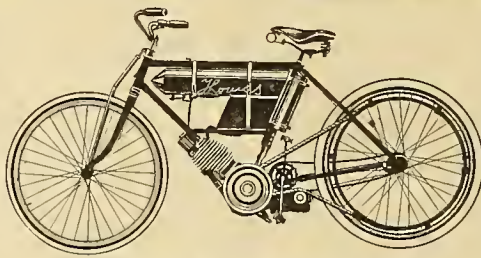
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BUFFALO SPECIALTY COMPANY, Buffalo, N. Y.



1906 Model No. 44

PRICE, \$145.00

## DETAIL PERFECTION ?

It's the little troubles that are most annoying. In the 1906 Thomas Model No. 44, particular attention has been given to the smaller points so commonly overlooked.

Mr. Agent, good territory is going fast. BETTER HURRY.

Catalogue on request.

**The Thomas Auto-Bi Co.**

1443 Niagara St., BUFFALO, N. Y.

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wheels must have the  
best equipments.

There is nothing that gives more value for  
the money than the use of the

## MORSE TWIN CHAIN

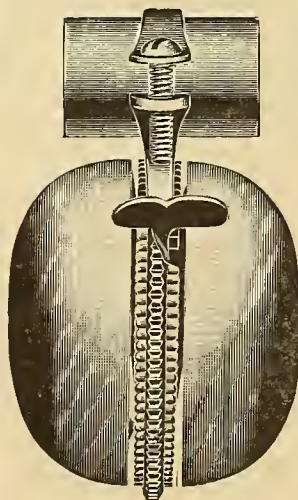


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Rocking Joints. Insist on having the  
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sprockets.

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Our 1906 line of  
Bicycle Bells is now  
ready. We have  
added several new  
styles, and it will  
pay you to write us  
before placing your  
contract.

The Starr Bros.  
Bell Company,  
Easthampton, Conn.

## The Week's Patents.

804,369. Resilient Tire. William F. Beasley, Plymouth, N. C. Filed March 24, 1903. Renewed April 14, 1905. Serial No. 255,655.

Claim.—1. A resilient core for a tire, consisting of two separately formed strips, each consisting of a series of trussed walls, the said strips being united at their inner faces whereby a core is formed having notches in its inner and outer surfaces and apertures in its centre, substantially as described.

804,701. Pneumatic Tire, Olin M. Bigger, Holt, Cal. Filed June 5, 1905. Serial No. 263,735.

Claim.—1. In a pneumatic tire, the combination of an outlet-tube, a plurality of independent inner tubes, a self-closing air-valve for each of said inner tubes, a self-closing main valve, a plurality of tubes leading from said main valve one of which is connected to each of said first named valves, each said tube being separately connected to the valve to which it leads.

804,783. Circuit-Controller for Explosive-Engines. Richard Varley, Englewood, N. J., Assignor, by Mesne Assignments, to The Auto-coil Company, a Corporation of New Jersey. Filed Oct. 31, 1904. Serial No. 230,692.

Claim.—1. A circuit-controller for explosion engines comprising a nominally open circuit-maker and a normally closed circuit-breaker adapted to operate upon the same circuit, means whereby the same will be actuated successively by one shaft and means for simultaneously and unequally shifting the point in the rotation of the shaft where said device shall be operated.

804,852. Resilient Tire. Charles L. Ireson, Boston, Mass. Filed March 15, 1905. Serial No. 250,187.

Claim.—1. A resilient tire for motor or other vehicle mainly composed of vulcanized

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"LEADER"

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"CROWN"

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**STEEL BALLS**

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Write for prices.  
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## THE WILSON CO. TIRES

121 Chambers Street, NEW YORK



rubber or rubber stock, a leather wearing section or tread to said tire, and a uniting-bond of vulcanized rubber stock interposed between the rubber and leather.

804,855. Leather Wearing-Tread for Resilient Tires. Charles L. Ireson, Boston, Mass. Filed March 17, 1905. Serial No. 250,564.

Claim.—1. As an improved article of manufacture, a tread or wearing surface for a resilient, vulcanized tire having attached to its inner surface a vulcanizable rubber compound.

805,138. Carburetter. William Herrick and John G. Lohrman, Elkhart, Ind. Filed October 26, 1904. Serial No. 230,092.

Claim.—A gas-producing machine comprising a hydrocarbon and an air tank, a generator having a weighted foot, a seat formed within the generator, a grid located on the seat, a foraminous member on the grid, an absorbent pad resting upon the foraminous

member, a communication extending from the air-tank to a point below the grid, a communication extending from the hydrocarbon-tank to a point above the pad, a conical cover on the generator, a gas receiver, and a pipe leading from the apex of the cover to the receiver.

805,207. Locking Device for Bicycles. Emil F. Kaiser, Fresno, Cal. Filed September 1, 1904. Serial No. 222,977.

Claim.—1. A bicycle-lock, comprising a casing curved edgewise and having an opening therein, a cover-plate securable on the casing and having an arcuate slot therein, a locking-bolt longitudinally slidable in the casing by means of a handle that works in the slot, and a spring-pressed slot-cover loosely held in the casing.

805,430. Means to Regulate the Power of Explosion-Engines. Adolf Vogt, West Norwood, England. Original application filed

January 9, 1902. Serial No. 89,072. Divided and this application filed December 16, 1903. Serial No. 185,379.

Claim.—1. In a two-stroke cycle internal-combustion motor, a cylinder having its front closed end acting as a pump for drawing in combustible charges through a suction-valve, an outlet-valve at said front end communicating by a pipe and connected reservoir to an inlet-valve at the back end of the cylinder, cams controlling said valves so as to cause them to allow a charge drawn into the front end of the cylinder to pass through said pipe into the back end of the cylinder, a governor controlling said cams adapted to bring these into position for holding the said outlet and inlet valves open during the first part of the compression-stroke of the piston, when the normal speed is exceeded, whereby a portion of the charge admitted at the back end of the cylinder will pass back into the front end again, substantially as and for the purpose described.

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**D & J HANGERS.** Single, Tandem, Triplet, Quad, and Motor Cycles.

**THE ONLY HANGER THAT'S FAST.**

**Hudson Bicycles** are better than ever. Riders want something Foxy—**THAT'S US.**

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THE NAME

**MOSSBERG**

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stamps it as the not only the right thing, but the right thing at the right price. Write us.

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WHEN YOU SAY

**SPLITDORF COIL**

TO A MOTORCYCLIST

his face lights up. He knows it has been proved the best that money can purchase.

**C. F. SPLITDORF,**

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**SHEET METAL**

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ALL ROADS ARE EASY WHEN THE



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With millions in daily use, it has stood the test for more than five years and is adaptable to ball bearings of any kind.

If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information which we know would be profitable and interesting to you.

**THE STAR BALL RETAINER CO., Lancaster, Pa., U. S. A.**

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**SEAMLESS-STEEL-TUBING**

ONLY TUBE MADE SUITABLE FOR BICYCLE CONSTRUCTION

SEND FOR OUR ILLUSTRATED BOOKLET ON SEAMLESS TUBES

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MAIN OFFICE AND FACTORY: **Worcester, Massachusetts.**

Those who have used them most will tell you that

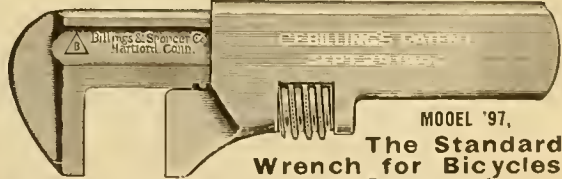
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THE BICYCLING WORLD CO., 154 Nassau St., New York.

## TO THE LIVE MAN

Interested in cycling who realizes the value of keeping informed  
about all that concerns it this blank will be hint enough:

THE BICYCLING WORLD COMPANY,  
154 Nassau Street, New York.

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# The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LII.

New York, U. S. A., Saturday, December 9, 1905

No. 11

## Factories Are "Full Up"

**Indications of an Early Demand and a Strong One—What Makers Report.**

From all accounts, next year's business has already begun with a rush that indicates an inspiring state of affairs.

D. L. Whittier, president, and R. D. Webster, secretary, of the Eclipse Machine Co., were in New York this week and stated that the call for the Morrow coaster brake is such that the factory at Elmira is working twenty-two hours a day. C. A. Persons, president of the Persons Mfg. Co., who also was a visitor, confirmed this condition. In several instances, manufacturers had already called for their February deliveries of saddles and, in one case, for a portion of those that were due to be shipped in March.

The Consolidated Mfg. Co., Toledo, is reported to have already in hand orders for bicycles that exceed the entire total of 1905. The Hudson Mfg. Co., Hudson, Mich., write that their plant is being worked day and night, and that within the next week they will ship five carloads of bicycles to the Pacific coast and three carloads to J. W. Grady & Co., of Worcester, Mass.

"All our salesmen are now out and contracts and orders are pouring in. It looks like old times," is the laconic message from the Racycle factory in Middletown, Ohio.

In Buffalo, George N. Pierce himself informed a Bicycling World man that already there had been actually shipped exactly 774 more Pierce bicycles than was the case at this time last year. And as the lowest priced Pierce lists at \$40, and the highest priced at \$80, the early and increased demand is not without significance.

W. F. Remppis, owner of the Reading Standard Cycle Mfg. Co., also says he has no cause for complaint at the volume of business that is coming his way. The most satisfactory feature of the industry, to Mr. Remppis's mind is that the demand is now spread over such a large part of the year.

"There is scarcely any period that may now be termed a dull season," he remarked. "They now buy bicycles twelve months in the year. The worst feature of the industry

is the cheap, jobbing bicycle. It is worse than it used to be, because there is no need for such a bicycle nowadays. People now buy bicycles because they either want them or need them, which means that they would buy good bicycles if they were not besought to purchase poor ones."

## May Form Publicity Bureau.

At the meeting in Chicago on Monday next, at which the organization of the Cycle Manufacturers' Association will be completed, it is stated that the establishment of a publicity bureau will be considered and in all probability will be definitely decided on. According to one report, the royalty on the bottom bracket, which is to be collected by agreement, or a portion of it or a further sum per bicycle, will be used to support the bureau. From present appearances the meeting will be quite generally attended.

## Americanizing the British Bicycle.

The Rudge-Whitworth, probably the most numerically popular bicycle in Great Britain and a very close copy of the American bicycle, has been still further Americanized. The 1906 model is marked by two "striking innovations"—in England—viz., a reversible handle bar and a back pedalling coaster brake, instead of a mere "free wheel." The option of wood rims on one model is also offered.

## New Morrow for Motorcycles.

The Eclipse Machine Co. has almost ready for marketing a new Morrow coaster brake specially designed for use on chain-driven motorcycles. In disclosing the fact, Secretary Webster added that the company were now "going after" the motorcycle end of the business in real earnest, and that the new Morrow is such that it will be pretty hard for the business to get away from them.

## No Change in Motorcycle Prices.

There will be no change in the prices of the Indian or Thoroughbred motor bicycles for 1906. Both will continue to list at \$210, although they will incorporate a number of new features and larger tires, 2¼ inch, will be used. The price of the Yale-California will also be maintained at \$175; it also will embody a number of substantial improvements.

## For Factory in Mexico

**Americans Obtain Concession and Shape the Project—Large Plans Outlined.**

L. C. Brown, representing an unnamed and unidentified group of St. Louis capitalists, has obtained a concession from the Mexican Government for the erection of a bicycle and automobile factory in that country, and according to his statements, preparations are now making to incorporate the Mexican Automobile & Bicycle Mfg. Co. under the laws of the United States.

Details of the project are outlined only in general terms. The erection of the factory, which will be located in Mexico City, is to be commenced "within a short time," and the "large amount of capital" to be expended in its construction and equipment "indicates that it will be one of the largest plants in the world." It will have a capacity of "ten automobiles and as many or more bicycles per day." It is suggested that even the tires also will be included in the output, "although there is nothing definite on this point." Expert workmen are "to be brought from abroad."

"The personnel of the Mexican Automobile & Bicycle Manufacturing Company includes some of the most prominent and wealthy men of the city," says the Mexican paper, which gives generous space to the project, "which is good assurance that the industry will be one of the most important that has ever been established in Mexico."

## The Retail Record.

Monroe, La.—George Zeigin; new store.

Washington, D. C.—New York Cycle Co., fire; loss, \$2,500; covered by insurance.

Brooklyn, N. Y.—F. A. Baker & Co., No. 1,080 Bedford avenue., partnership dissolved. George B. Pieper retires; Baker continues.

## For Speed Registration.

The Jones Speedometer Co., New York, is now regularly marketing its instruments for use on bicycles and motorcycles. For the former speeds up to thirty miles an hour are registered; for the latter up to fifty miles.



OCTOBER ABOUT EVEN

Despite Some Sharp Ups and Downs Totals Show Small Variations,

"Broke about even" would best seem to describe a comparison of the exports for the month of October in the present year and its predecessor of a twelvemonth back; the totals are scarcely \$2,000 apart. What would otherwise be an inexplicable falling off in some cases becomes clear upon a glance back over preceding months in which the same markets have in numerous instances showed phenomenal rises and slumps, somewhat akin to the action of a thermometer suddenly transferred from a hot stove to a refrigerator. An instance of this is to be found in the total of the head of the list—the United Kingdom, the showing of which is practically a reversal of the month previous, which recorded a large increase.

This shrinkage is, however, offset by the gains in France, Germany, Italy and the Netherlands, all of which show substantial increases, though the aggregate is not large, as well as other Europe, which not alone exhibits a heavy increase for the present month, from \$3,478, in 1904, to \$12,713, but shows signs of having maintained an upward trend steadily, being one of those to boast of a good gain for the period of ten months ending with October. The latter was from \$140,311 to \$152,631. The brightest star in the latter column, however, is that of Mexico, which has soared from \$37,314 to \$53,518, although both Cuba and British North America likewise mark an increase for the period in question.

The report in detail is as follows:

Exported to—	--October--		Ten months ending October--		
	1904.	1905.	1903.	1904.	1905.
United Kingdom.....	\$13,192	\$2,952	\$209,637	\$219,854	\$179,613
Belgium .....	1,520	694	45,539	46,658	20,909
France .....	1,582	3,834	102,043	73,883	62,671
Germany .....	480	4,894	125,622	104,005	54,190
Italy .....	720	1,784	45,363	32,381	18,769
Netherlands .....	723	4,851	99,266	73,737	36,053
Other Europe.....	3,478	12,713	162,901	140,311	152,631
British North America.....	4,175	1,868	144,457	108,352	110,048
Central American States and British Honduras .....	690	236	2,310	3,612	4,503
Mexico .....	4,160	5,046	46,960	37,314	53,518
Cuba .....	1,984	2,850	14,474	29,583	32,981
Other West Indies and Bermuda.....	2,656	1,391	27,918	27,909	21,448
Argentina .....	1,264	752	10,880	15,168	11,900
Brazil .....	215	344	7,932	11,850	4,969
Colombia .....	310	194	661	4,535	1,965
Venezuela .....	22	87	315	259	673
Other South America.....	1,657	998	16,141	12,684	10,938
Chinese Empire.....	526	688	15,487	10,995	7,061
British East Indies.....	827	611	21,252	15,676	8,542
Hong Kong.....	1,005	65	5,972	3,285	1,279
Japan .....	17,408	12,391	354,776	275,886	242,970
British Australasia.....	4,839	4,262	275,815	145,354	73,294
Philippine Islands.....	130	121	21,568	5,188	10,009
Other Asia and Oceania.....	2,977	1,390	23,043	16,005	14,260
British Africa.....	383	35	39,670	5,977	1,159
All other Africa.....	62	14	6,153	4,022	1,369
Other countries.....	.....	.....	63	88	.....
Total.....	\$66,985	\$65,065	\$1,826,218	\$1,424,535	\$1,137,722

More of the Freak Type.

One of the most recent results of inventive genius as recorded in the annals of a foreign patent office takes the form of the design for a bicycle in which the seat post is mounted directly over the centre of the rear wheel, the rear stays being vertical and carrying the weight of the rider. A tube, which is analagous to the usual seat post, follows the contour of the wheel to the bottom bracket, from which two tubes rise to the steering head as in the ordinary drop frame construction. In order that they may be within the reach of the rider's feet, the pedals are brought back to a point within the limits of the rear wheel, thus necessitating the use of independent cranks. These are mounted on large spur gears, which mesh with smaller gears on the wheel itself through the medium of idlers, thus locking the pedals together as in the ordinary type of machine, though they are not affixed to a common shaft. The wheel base is very short, and the appearance of the thing decidedly archaic.

Test of Lubricating Oil.

The following is an easy method of testing lubricating oil for the presence or otherwise of at least two of the qualities it should not possess: The oil should be neither acid nor tacky. Consequently, if a drop of it is placed upon a polished copper plate it should remain clear and keep its color for several days. If there is acid present it will turn green, and if it becomes tacky it shows that the oil dries too rapidly. In either case it should be rejected as being unsuitable for lubricating purposes. This is, of course, merely a rough and ready method, and cannot replace tests to ascertain the degree of acidity and dryness.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York.

SCIENCE OF SOLDERING

Not so Easy as Many Seem to Fancy—Some of the Factors Involved.

Probably the man does not live who has not at one time or another attempted to join two metallic parts together by means of solder and a more or less unwieldy tool—and failed. On further experiment possibly he has thought that he had succeeded, only to learn that he had been again mistaken when he put his work to the test.

A few minutes passed at the side of an expert tinsmith or brazier are sufficient to convince the novice that it is as simple as A B C, and that he has but to try with the right materials to make the solder turn to silver and run along in the wake of the crimson tool as if impelled by a charm, or to softed the brass and cause it to gravitate to its appointed crevice like magic. An equal length of time spent in personal experiment will, however, in most cases convince him; not that he does not know how it is done, but that he has not at hand just the rightly combined solder or that his "flux" is not working properly. He is usually pretty well along in mastery of the art before he is ready to acknowledge his own ignorance and take off his hat to the man who knows.

The proper relation between the two parts which are to be joined in such a manner and the solder is a most subtle one, depending quite as much upon the temperature of the two as upon the composition of the latter, although that factor plays a most important part in the process. Then, too, a point which must not be neglected is that both of the surfaces which are to be united must be absolutely clean and free from any form of oxide. Much more is carried in this requirement than would at first appear, for under the effect of heat most metals oxidize with extraordinary rapidity, so that without the aid of some foreign substance to protect the surface from coming into contact with the air, which, in the fire or even when under the influence of the soldering iron, usually is more or less surcharged with a mass of gasses which aid in the oxidizing or corroding action, a good joint is impossible.

In order to overcome this tendency it is necessary to use a flux, which, without in any way interfering with the union which is desired and usually without in any way aiding it other than by its protective function, shall flow over the surfaces and coat them with a thin layer of material which shall be forced aside by the solder at the proper time. For uniting tin, copper, brass, and indeed many other metals, zincic chloride serves to good advantage, even when known by its commoner name of soldering acid, or "killed" acid. It is best when made up shortly before using by pouring a small amount of weak hydrochloric or muriatic acid over small bits of pure metallic zinc and allowing it to stand until the bubbles of gas which arise from the metal at first have entirely or al-



most entirely ceased. For use upon work which is greasy or otherwise dirty, that is to say upon parts which are not freshly machined, it is of advantage to use the solution even before the bubbles have ceased to be given off, as then there is a slight amount of acid still present, which aids in the cleansing process, while enough of the zinc salt is present to insure the necessary action under the influence of the heat.

Other fluxes which are in common use are resin, which has but little cleansing effect, though forming a good flux in the actual soldering process; sal ammoniac, which is frequently used in "tinning" the tool before use—a process which is nothing more nor less than soldering a thin layer of the compound which forms the subsequent union onto the face of the copper tool; and borax, which is used more extensively in brazing and in welding iron and steel. Besides these, there are on the market many compounds of greater or less virtue, each of which is designed with special regard to some particular sort of work. Among these are the brands of flux which are intended for use in electrical work where in making connections the ordinary compounds would tend to run over onto insulated parts and create a deal of havoc with the short circuits which they would create.

As to the combinations of metals in the solders which are best suited to various sorts of work, their name is legion and their qualities are as varied as their name. According to the common acceptance of the word, solder is a combination of tin and lead, the amount of the latter metal which enters into the compound varying directly with its hardness, but for certain classes of work Bismuth, Antimony, Copper, Brass, Silver, Zinc and Nickel are used in divers proportions, according to the needs of the case, each combination having a particular use. In general, however, for ordinary work, common solder is useful and effective for use upon copper and tin, and to a certain extent also upon brass, while for the brazing process powdered brass or ordinary brass filings are used.

A number of considerations enter into the process itself which do not at first appeal to the novice, among which is the fact that different metals expand differently under the influence of heat, and therefore tend to destroy on cooling even the most complete union made when they are hot, unless due provision has been made in the fitting of the parts to allow for it. Then, too, the temperature must be just right, neither hot enough to melt the flux and cause it to run off the surfaces which it is its purpose to protect, nor too cold to permit of the adhesion of the solder. And just here is room for the experience of a lifetime, except in the simplest of work. In soldering metals of different sorts, or even parts of different size, one part may conduct the heat away from the point of contact faster than the other, so that when the solder is applied it will stick in one place and not in another. Similarly, one part of a joint may cool before another, and the resulting distortion of the metals may cause a result which will not be at all satisfactory when the job is allowed to cool, inasmuch as some portion will be found to be broken open as though struck with a hammer, on account of the unequal strains set up in cooling.

## "FREE WHEELS" THE FEATURE

### Few Fixed Gears at Stanley Show—Trend Toward Tricycles and Variable Gears.

Like its predecessor, had the twenty-ninth Stanley show, which has just closed at Agricultural Hall, London, been advertised as an all "free wheel show," the sequel would have proven the proposition to the entire satisfaction of the visitor who inclines toward that very British institution. For, indeed, 96 per cent of the bicycles staged were of that variety, leaving but a paltry 39 out of the total of 1,042 to maintain the reputation of the type which is standard in this country. It was a show of but little novelty, the hosts of inventors and manufacturers of new ideas which have been in evidence heretofore being curiously lacking. Although there was nothing to be seen in the way of sensational development, the show, in respect to number of exhibitors, practically "held its own." There were 319 of them, of whom 111 stages cycles, as against 316 and 132, respectively, at the previous exhibition.

Aside from the free wheel, the variable gear appeared the most dominant feature; there being nearly twice as many machines equipped with two or three speed gears as were to be seen a year ago, while the number then shown was something like three times that of the year previous; also, in several models is to be seen an "innovation" in the shape of the coaster brake, which, it is predicted, is likely to come into greater prominence this year and next than it has ever known.

In matters of construction, the general trend is toward a lighter yet none the less substantial mount. Many twenty-five-pound machines were to be seen, while among the class intended for racing, both on the road and the track, the weights were much less, even running down to the questionable seventeen-pound mark. Of the so-called spring frames, the greater number of which were equipped with spring forks solely, there were an increased number to be seen, though the total of fifty-one does not seem to argue an overwhelming amount of popular favor for the type. In brakes, the rim variety, actuated by a flexible wire from a lever on the handle bar, seems still to be the most prevalent form, many models having two, one on each wheel in one or two instances, both being simultaneously operated by one lever in case of emergency. The freak element seems to have vanished into thin air, for nearly all types are in close conformity to the standard, and differ only in matters of detail and equipment for the most part.

In price the stampede of a year ago seems to have been followed by a period of quiescence, nor is a further reduction likely to come, it would seem. Several makers have shown a disposition to cut again, but, on the other hand, several others have raised their price, or else have produced new types of higher price than their former standard, so

that, on the average, the prices remain about as they were at the corresponding time a year ago. The cheap wheel is still a factor to be reckoned with; it is being largely produced for the jobbing trade, which, judging from some of the inducements offered to the small dealer, is in desperate straits.

Of tricycles fifty machines were to be seen, of which twenty were designed for carrier work and seven were of the motor driven variety. Their use, though heroically prolonged from year to year, seems to have taken a new lease of life, for there were nearly double the number to be seen this year than were on view a year ago. Strangely enough, the motor propelled contingent forms a smaller proportion of the total than has been the case since 1902, the carrier type being most in the ascendant.

The motor bicycle was not so strongly in force as previously. But 133 machines were shown with pedals and thirty-one of the pedalless variety, a total of 164 engine driven machines. The two-cylinder element were considerably more to the fore than last year, while the promised popularity of the four-cylinder type seems not to have been realized. There was a decided increase in the use of magneto ignition, several firms which do not regularly install it offering it as an option to the purchaser. In every case the high tension type with jump spark was fitted. Among the newer features which were to be seen were variable speed gears, "free engine" clutches and double brakes on the rear wheel.

One of the distinct novelties of the motor-cycle section of the show was a bicycle having a sheet steel frame, in which no tubing was used, the tanks and cases for accumulators and coils being built into the frame itself. Belt drive was provided with an engine clutch, and the machine was without pedals, footboards being provided, which had short pieces at the ends, which could be lowered to the ground, forming a stand. Of the bi-cars, which constitute a curious attempt to mount a fullfledged motor car on two wheels, thirty-one types were shown. The prototype of these, the zenith, which is in appearance at least, one of the clumsiest contrivances ever put upon tires, seems to have gained considerable favor in the land of its conception, and still retains its leading features, which are an attenuated drop frame which entirely surrounds the front wheel, a steering post which is linked to the wheel somewhat after the fashion of the steering gear of an automobile, free running engine, with a starting gear, which does away with the necessity of pedals, and a massive saddle.

Hardly less curious to the eye of the American, the tri-cars, of which there were thirty specimens to be seen, are becoming more and more elaborate, being fitted with water cooled motors, engine clutches, change speed gears, and even floors and bonnets in imitation of the motor cars which they are approaching as a type.

Among the attachments which had a place among the accessories was the Pedaler brake and two-speed gear, which is an ingenious combination of variable speed gear and coaster brake. The normal drive is on the high gear, which is changed to low by a momentary back pressure on the pedals and subsequent forward drive. The free wheel effect is secured by holding the feet stationary, while a continued backward pressure on the pedals applies the brake. The design of the affair is decidedly unique, but it is as yet practically untried.



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for the

# National Agency for 1906

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**THE FISK RUBBER CO., Chicopee Falls, Mass.**



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NEW YORK, DECEMBER 9, 1905.

## Status of the Cheap Bicycle.

How trite is the observation of the high grade bicycle manufacturer quoted in another column:

"People now buy bicycles because they either want them or need them, which means that they would buy good bicycles if they were not besought to purchase poor ones."

It puts a very large truth in a very small compass. Of course, the utterance will have small, if any, effect on the sale of cheap bicycles, but it is barely possible that the full force of the truth may dawn on some agent or other. Generally speaking, however, it is a wellnigh hopeless task to endeavor to convince the average dealer that his interests will be served by devoting himself chiefly to the sale of high grade bicycles. He is so saturated with the notion that the average purchaser wants a cheap article, and it is so much easier to sell it, that the effort to sell the other kind is too strenuous to be agreeable. For their own good, there are too many dealers of the kind who once informed us rather grandiloquently that he could sell three \$25 bicycles in less time and with far less effort than is required to sell one at \$50. This class of retailer merely deceives himself.

The situation as stated doubtless is true, or would be true—which is quite a distinction—if always there were three purchasers standing in line. We all know that such a state of affairs now is rare, which ought to suggest—even if it fails to do so—that when a prospective buyer presents himself no effort is too great to endeavor to induce him to purchase a reputable bicycle instead of the just-as-good article that helps no one except the manufacturers, who turn them out practically like hairpins.

The very fact that a man enters a bicycle store is proof that he either needs or wants a bicycle. To sell him merely the cheap one that is easiest to sell is merchandizing on the tin horn scale.

## Bicycles for Police Service.

If Paris had made an appropriation to mount one hundred policemen in motor cars every cable running out of the country probably would immediately spit out the news to every other country. The fact, however, that Paris actually has voted the money to bring its corps of cycling police up to one thousand men is suffered to pass with scant notice. The news is not the less important or significant, for the Paris policemen are not to be employed merely for chasing scorchers, but for the more varied duties performed by the "pavement pounders."

Periodically in New York and in every other city, great and small, there goes up the cry "More police needed." Sometimes the cry bears fruit; more often it does not. Additional patrolmen cost money, and money is not always plentiful in the local treasuries. How to increase the police force without substantial increase in the cost appears rarely to have occurred to the proper authorities, or if it has occurred to them, it has never been largely put into effect. And yet in very many cases the way is plain, safe, easy and eminently practical. The bicycle points the way.

Policing is merely a matter of individual watchfulness, coupled with the "covering" of a prescribed route as frequently as possible—the oftener the better, as a matter of course. If there is any means that permits a man with his eyes open to patrol a beat four times in the same time that he previously was able to "cover" it but once, there is no room for doubt but that his efficiency and value to the public are increased fourfold, or that he can patrol the same territory for which four men were required. We all know that there are many sections of many cities and suburban towns, and even rural communities, in which

the streets and roads permit such use of the bicycle, and the bicycle permits the performance of such increased or more efficient service. Nothing but politics and apparently a desire not to depart from the conventional appears to be responsible for failure to recognize the fact. Perhaps, now that Paris has made a big beginning, the police authorities may awaken to the realization that chasing scorchers is the least of the cycling patrolman's usefulness. As for the roundsman, he should be required to use a bicycle. He has not to "try doors" as has the patrolman—a service which with a bicycle might cause slight inconvenience on at least the "first tour."

Regardless of "ifs" and "ands," it is undoubted that any city or town can substantially add four men to its police force whenever it so wills and at the cost of one bicycle. And the bicycle will be not only good for the public service, but for the man who uses it. He will not have time or inactivity enough to acquire a paunch.

It would add a lot to the interest of sport did the cycling clubs borrow a leaf from the motorcyclists. The endurance runs, non-stop runs and regularity and speed judgment contests are quite as feasible with bicycles as with motor bicycles, and can be made of equal interest and of surpassing numbers.

As it is road races requiring brute strength, and century runs entailing an unceasing grind, are the be-all of cycling sport. A little variety of the sort suggested would add some spice to it, and undoubtedly attract many riders who are not hardy enough to race and who have had a surfeit of the garden type of century.

It is now too late for the spice to be applied this season, but it will be well for those concerned with the promotion of cycling events to paste the suggestion in their hats.

When the motor "dies" and refuses to respond to persuasion, keep your wits about you. Do not think it necessary to tear down the carburetter and pull out all the wiring first thing. If a desire of this kind comes over you, stand the machine up against the nearest support very carefully, sit down by the roadside in a comfortable place and have a smoke just as if nothing were the matter; just as if there were nothing whatever on your mind and you had only stopped to rest and enjoy the scenery. But think it over while you are resting, and ten chances to one you will be able to locate the trouble without spreading the machine over the scenery.



## PRELUDE TO SIX-DAY CONTEST

### Snappy Sprints and a Paced Race "Open the Ball"—Americans Win.

As usual, a card of "cracking" good races was the "curtain raiser" for the annual six-day race. They were held Saturday night in the presence of over ten thousand spectators. It is claimed that over 12,000 persons can be seated in Madison Square Garden. If such is the case, there was easily that number at the Saturday night carnival, and this despite the inclemency of the weather. The feature of the meet was the showing made by young Matthew Downey, the Boston lad who won the amateur championship, when he entered the professional ranks in the international ten-mile open.

This was easily the feature event of the evening, even though all the six-day riders did not line up for the fray. Fourteen riders, including National Champion Frank Kramer, faced the starter. As a five-dollar bill was held out for the leader of each mile a general scramble resulted. Vanderstuyft, the determined looking Belgian, led for the first two or three laps, but dropped back in time to let his compatriot, Johann Stol, capture the first "five." James F. Moran, the Chelsea milkman, set the pace all the way in the second mile, and although he captured the five-dollar bill he was so completely exhausted by his efforts that he was forced to retire soon after. Logan took the third, and Hollister, who had announced a team with Hopper, his partner for the six-day race, led at the end of four miles. Stol took the fifth. After Stol had won this sprint Vanderstuyft went out after a lap. Hollister jumped after him, with Downey sticking to his rear wheel, and the pair soon passed the Dutchman. Then Downey took the initiative and pulled Hollister round the bunch until they had gained a lap. Stol seemed to realize that Vanderstuyft was having a hard time of it alone, and went out to relieve his countryman, but not until Kramer had tacked on behind Vanderstuyft. Then Stol did some good pulling until he had brought the pair within striking distance of the bunch, when he dropped out of the race. Excitement reigned supreme, and there was a great demonstration over the clever Bostonian's coup. When the excitement died down only six were left of the fourteen starters, with Hopper and Logan one lap behind.

Downey led at the end of the sixth mile, and Hollister took the seventh, eighth and ninth miles without opposition from Downey, Kramer or Vanderstuyft. As the last mile began Hopper was in the lead, followed by Hollister, Downey, Kramer and Vanderstuyft in this order. When the bell rang out the last lap Kramer suddenly jumped out and kept in front until the finish. Downey tried hard to outsprint Hollister, but was unable to get better than third place. Vanderstuyft trailed in an easy fourth. The time was fast, 22:57 1-5. Hollister was given the lap prize, having led thirty-eight times. Downey was

given an enthusiastic demonstration, and it was the general opinion that he will show up well in the long grind.

Hugh MacLean, who has won all the motor paced races in which he has competed this season, had little trouble in riding rings around W. "Tommy" Hall, of Canningtown, England. Although Hall has numerous records at his belt, he could not measure even strides with America's best. Probably he had not worked his sea legs off, or maybe Walthour's wheel, which he rode in preference to his own, did not suit him. Anyway, MacLean defeated the plump little beefsteak eater by over two laps. The distance was ten miles, and the time was 17:13 2-5. Hall was paced by William Saunders, and Charles Turville rode the motor for MacLean.

Previous to his entering the "pro" ranks as a "money chaser" Downey met and defeated in two straight heats Teddy Billington, once the "Pride of Vailsburg," Downey's runner-up in the amateur championship this season. The first heat was one-half-mile, and although Billington had the pole, he was unable to accelerate as quickly as his opponent, and Downey led all the way. Billington tried hard to pass Downey just before the bell, but the Bostonian fought him off easily and flashed across the tape more than a length ahead. The second heat was an unlimited pursuit, and was also won by Downey. Billington started off very fast and gained for four laps, but seemed unable to maintain his speed, and Downey rapidly cut down the lead and passed Billington at six and one quarter laps.

Twelve riders qualified for the five-mile amateur open, with an "inducement" to the leader of the most laps. Wilcox, the speedy amateur from Salt Lake City, rode his last race as an amateur. He fell in the sixth lap, remounted and tried to catch the bunch, but overestimated his ability. Ashurst, the white-haired steel worker from Newark, wanted the lap prize, but A. W. McDonald, of Boston, also had an eye on it and fought Ashurst with a persistency that made the race worth going miles to see. McDonald won the lap prize, with twenty-six to his credit. J. B. Coffey, of Boston, who is a midget of the late Jimmy Michael type, proved a track general of no common sort when he swung down on the pole three laps from home and fought off McDonald and Sherwood, of the New York Athletic Club. Coffey was still leading at the bell lap and McDonald had the pole, with Sherwood fighting him every inch of the way. The last named riders passed the judges' stand neck and neck, and many thought Sherwood won, but the judges gave second place to McDonald by two inches. Coffey crossed the tape a length ahead of this pair.

Sherwood and Rupprecht, the only scratch men in the one-mile handicap, tried hard to qualify, but were shut out, so Coffey, McDonald and McKinnon, all of Boston, were virtually scratch men on 35 yards. Charles Jacobs, 135 yards, an "unknown" with plenty of speed, won the final heat with yards to spare, and Coffey beat his fellow townsman, McDonald, for second place by half a length. Summaries:

One-mile handicap, amateur—Charles Jacobs, New York (135 yards), first; J. B. Coffey, Boston (35 yards), second; A. W. McDonald, Boston (35 yards), third. Time, 2:00 3-5.

Five-mile open, amateur—J. B. Coffey, Boston, first; A. W. McDonald, Boston, second; Charles A. Sherwood, N. Y. A. C., third. Time, 11:59 3-5. Lap prize winner—McDonald, 26.

Match race between Matthew Downey, Boston, and Theodore Billington, Vailsburg—First heat (half mile) won by Downey; time, 1:12 2-5. Second heat and race (unlimited pursuit), won by Downey. Distance, 6¼ laps. Time, 1:31 4-5.

Ten-mile motor paced match race between Hugh MacLean, America, and Tommy Hall, England—MacLean first by two laps. Time, 17:42 3-5.

Ten-mile open, professional—Frank Kramer, East Orange, N. J., first; C. L. Hollister, Springfield, Mass., second; Matt Downey, Boston, Mass., third; Arthur Vanderstuyft, Belgium, fourth. Time, 22:57 1-5. Lap prize winner—Hollister, 38.

### Cox Wins New Haven Climb.

According to the Bible, the prophet Elijah, when he reached the summit of Mount Carmel, did not pause, but went off into space. The motorcycleists who made the climb up the Biblically-named hill, near New Haven, Conn., Thanksgiving Day afternoon, 30th ult., did stop, however. When they finished the climb they were entertained at dinner by the hotel proprietor who promoted the automobile and motorcycle hill climbing contest.

There were ten starters, but only three came in for a share of the prizes. James F. Cox, Jr., on a 1¾ horsepower Indian, made the ascent, three-quarters of a mile, in 2 minutes 30 seconds. Hugh Matheson, also astride an Indian, made the second best time, in 2:31. The third man to finish was Edward Brereton on a Thoroughbred. His time was 3:27.

### More Motorcycle Legislation Threatened.

There is more trouble in store for the motorcycleists of New York. In addition to the Automobile Club's new bill, one of the so-called popular monthlies believes it knows just how automobiles and motorcycles should be regulated, and accordingly has drafted an act containing these beliefs for introduction into the New York legislature. Among other things, the latter bill provides for a tax of \$25. President Betts, of the Federation of American Motorcycleists, has had a reassuring interview with the Automobile Club officials and is following up the other measure.

### What Happened to Marcuvitz.

William Marcuvitz, a Kansas City motorcyclist, is carrying his left arm in a sling and his face in bandages. While indulging in the unwise pastime of scorching down hill in Penn Valley Park, he plunged over a 30-foot embankment. When a policeman picked him up, his left arm was found to be broken and his face and body a mass of cuts and bruises. Marcuvitz's machine, strange to say, was scarcely injured.



## PACKED HOUSE ALL WEEK

### Fascination of Six-Day Greater than Ever

—Root and Bedell teams Gain a Lap—

Only One Foreign Pair Left—

Spills and Thrills Aplenty.

It is like all previous affairs—this the thirteenth annual six-day race now in progress in Madison Square Garden. It is like all others, except a little more Bohemian. There is the same old Garden crowd of spectators, the same old crowd of fakirs and graters, the same old place where the best society rubs elbows with lowest classes. The only thing new is the riders, and some of their faces have been seen in many six-day races.

When John J. McGraw fired the pistol at 15 minutes past midnight Sunday, sixteen riders, representing that many teams, started off, with hopes high and expectations of annexing the first prize, paltry enough in itself. Now, with fifteen hours more to go, nine teams are left.

This is what has happened to date:

Monday.—Krebs and Peterson and Dove Scott were eliminated; Gougoltz retired with broken rib and Agraz was forced out by injuries. Vanoni and Castro formed a new team.

Tuesday.—Bedell brothers gained one lap on field, and the Trousselier-Decaup, Doerflinger-Dussot and Achorn-Wilcox teams lost laps.

Wednesday.—Hall broke collar bone and Trousselier fractured rib. Wilcox withdrew and Achorn and Downey made new team. Decaup retired.

Thursday.—Doerflinger and Dussot lost many laps.

Friday.—Root and Fogler gained lap on field, placing them even with Bedell brothers. Keegan and Achorn retired and Downey and Logan made new team. Downey and Doerflinger gained lap; others lost.

The teams and riders that started in the grind are as follows:

Little Old New York team—Edward F. Root, New York; Joseph Fogler, Brooklyn. French team—Louis Trousselier and Maurice Decaup, France. Swiss-Italian team—Jean Gougoltz, Switzerland; Carlo Vanoni, Italy. Belgian-Holland team—Arthur Vanderstuyft, Belgium; Johann Stol, Holland. Swiss-French team—Emil Doerflinger, Switzerland; Antonie Dussot, France. Mexican team—Emil Agraz, Mexico; Fred Castro, San José, Cal. New-Old England team—Matthew Downey, Boston; W. T. Hall, England. Irish team—Patrick Keegan, Lowell, Mass.; Patrick Logan, Boston, Mass. German-American team—Floyd Krebs, Newark, N. J.; Alexander Peterson, Chicago. Boston team—Hugh MacLean, Chelsea, Mass.; James F. Moran, Boston, Mass. Long Island team—John Bedell, Lynbrook, L. I.; Menus Bedell, Lynbrook, L. I. California-Chicago team—Hardy Downing, San José, Cal.; James B. Bowler, Chicago, Ill. Yankee-Western team—C. L. Hollister, Springfield, Mass.; Norman

### SCORE AT 9 A. M. SATURDAY.

Teams.	M.	L.
Root and Fogler.....	2053	5
J. Bedell and M. Bedell.....	2053	5
Vanderstuyft and Stol.....	2053	5
Moran and MacLean.....	2053	4
Hopper and Hollister.....	2053	3
Bowler and Downing.....	2053	3
Logan and Downey.....	2053	2
Galvin and McDonald.....	2053	0
Doerflinger and Dussot.....	2043	7

The record is 2,477 miles 3 laps.

Barring accidents the race looks a "sure thing" for the Fogler-Root team. If no other teams gain laps, Root will probably be selected for the final sprint against John Bedell.

### Long and Short of the Race.



DOERFLINGER (SWISS), HALL (BRITISH).

C. Hopper, Minneapolis, Minn. Mormon team—J. E. Achorn, Salt Lake City, Utah; S. H. Wilcox, Ogden, Utah. Northern-Southern team—J. Frank Galvin, New Milford, Conn.; A. W. McDonald, Boston. African team—M. T. Dove and U. G. Scott, New York City.

Nine dust and sweat begrimed riders ceaselessly pedaling around the endless route of the oval wooden bowl; nine low bent, straining bodies, a vari-colored phalanx in grimy Jerseys, topping a mass of wheels and automatically moving legs; nine strained, hard-lined faces, but with eyes and muscles alert for any sign of unusual activity among their fellows, and you have the six-day race as far as it has progressed in Madison Square Garden. With the completion of each circuit of the bowl the contestants seem to lose more and more of their individuality and become more and more integral with the changeable figure of the kaleidoscope which is circling that horde of close packed humanity in the arena. There is a subtle whispered rumble of wheels on the gray rim of the bowl, a murmur of voices, thousands of

voices in ardent converse, the diabolical cries of the fakirs and the catcalls of the gods in the galleries, and over all reeks a thin blue haze to the girders above—the almost unbearable six-day stench.

On analysis this characteristic essence reveals full 50 per cent of the Garden's own, an aroma peculiar to itself, reminiscent of horse shows, Irish fairs and dear knows what all, mingled with a basic odor of mustiness. To this substantial element is added a delicate and very distinctive attar from an active stable in the basement, and another half-concealed, redolence which is everywhere and nowhere, stagnant and repulsive—the part told secret of hidden nooks and corners. At least 25 per cent of the atmosphere is composed of smoke—yesterday's smoke, to-day's smoke, and even a hint of to-morrow's smoke, mingled with the pungence of the week's accumulation of foul breaths. In addition to these are traces of other things—faint, dallying whiffs of strange, wierd scents of unknown origin, with now and then a dash of musk or perfume from the boxes, while down in the pit mankind in its enthusiasm struggles for the breath of life against heavy odds, as the perspiration of the ruck sweeping by matches and overpowers for an instant even the great stench itself.

Four teams were eliminated in the first twenty-four hours' riding, though with a net loss of only three, as two of the survivors—Vanoni and Castro—effected a partnership after their team mates were compelled to drop out through injuries. The men who started for their teams were: Root, Stol, Decaup, Doerflinger, Downey, Agraz, Root, Keegan, Moran, Menus Bedell, Downing, Hopper, Achorn, Krebs, Galvin and Dove. The first mile saw Matt Downey, the late amateur champion, leading. Fifteen minutes' riding preceded the first spill of the race, and Hollister, Hall, Decaup, Gougoltz, Wilcox and Dove all went down in a crash. Gougoltz was the only man seriously hurt, and the nature of his injuries was not known until hours later. Gougoltz's finish came at 8 a. m., and the big, good natured Swiss broke down and wept bitterly when told that his broken rib would not permit his continuance. Gougoltz came on the track a few minutes before 8 o'clock to relieve Vanoni. His face was drawn with pain and the corners of his mouth twitched as he bravely struggled to keep up to the bunch. The other riders soon realized Gougoltz's enfeebled condition, and John Bedell led a terrific sprint. Gougoltz lost two laps, and the crowd hissed at what it deemed an unfair deal to the veteran foreigner. They seemed to think that the riders enter a six-day grind for pure pleasure.

Gougoltz was obliged to give up, and before Vanoni remounted his wheel the team was forty-eight laps behind the leaders. Vanoni, the Italian, is a "sticker," and he determined to regain the lost laps. He succeeded in getting back one before his trainers called him from the track.

At 12:40 a. m. Ulysses Grant Scott—his name gives an inkling as to color—lost a lap,



THE DAILY RECORD UP TO MIDNIGHT FRIDAY, DECEMBER 8th

Teams.	12 hours. m. l.	24 hours. m. l.	36 hours. m. l.	48 hours. m. l.	60 hours. m. l.	72 hours. m. l.	84 hours. m. l.	96 hours. m. l.	108 hours. m. l.	120 hours. m. l.
Fogler-Root .....	245.0	451.5	640.0	818.9	1013.2	1199.4	1374.3	1556.3	1742.1	1914.5
J. Bedell-M. Bedell...	245.0	451.5	640.0	819.0	1013.3	1199.5	1374.4	1556.4	1742.1	1914.5
Vanderstuyft-Stol ...	245.0	451.5	640.0	818.9	1013.2	1199.4	1374.3	1556.3	1742.0	1914.4
Moran-MacLean .....	245.0	451.5	640.0	818.9	1013.2	1199.4	1374.3	1556.3	1742.0	1914.4
Hopper-Hollister .....	245.0	451.5	640.0	818.9	1013.2	1199.4	1374.3	1556.3	1741.9	1914.3
Bowler-Downing .....	245.0	451.5	640.0	818.9	1013.2	1199.4	1374.3	1556.3	1741.9	1914.3
Logan-Downey .....	.....	.....	.....	.....	.....	.....	.....	.....	1741.8	1914.2
Galvin-McDonald ...	245.0	451.5	640.0	818.8	1013.1	1199.3	1374.2	1556.2	1741.7	1914.1
Doerflinger-Dussot ...	245.0	451.5	640.0	818.8	1013.0	1199.1	1373.7	1555.6	1738.1	1910.5
Achorn-Downey .....	.....	.....	.....	.....	1013.0	1199.2	1374.1	1556.1	.....	.....
Keegan-Logan .....	245.0	451.5	640.0	818.9	1013.2	1199.4	1374.3	1556.3	1690.0	.....
Achorn-Wilcox .....	245.0	451.5	640.0	818.7	.....	.....	.....	.....	.....	.....
Trousseli�r-Decaup ...	245.0	451.5	640.0	817.0	.....	.....	.....	.....	.....	.....
Hall-Downey .....	245.0	451.5	640.0	818.9	.....	.....	.....	.....	.....	.....
Vanoni-Castro .....	245.0	.....	.....	.....	.....	.....	.....	.....	.....	.....
Agraz-Castro .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Krebs-Peterson .....	245.0	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dove-Scott .....	244.3	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gougoltz-Vanoni .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

<sup>1</sup>Agraz out 183.0.  
<sup>2</sup>Gougoltz out 181.6.  
<sup>3</sup>Vanoni-Castro out 439.3.

<sup>4</sup>Dove-Scott out 317.0.  
<sup>5</sup>Krebs-Peterson out 335.3.  
<sup>7</sup>Hall out 893.1.

<sup>6</sup>Wilcox out 963.0.  
<sup>8</sup>Achorn out 1746.1.  
<sup>9</sup>Keegan out 1690.0.

and his partner, Melvin T. Dove, seemed heart broken. Soon after Scott lost another lap, and then the negroes were as good as out of the contest. They gave up the fight early Monday evening, when they were so far behind that the scorers had ceased to count their losses.

The second pair to drop out was Agraz and Castro, the Mexican team from San Jose, Cal. Agraz had been in nearly every previous spill, and his finish came at 4 a. m., when the doctors told him that he had water on the knees and if he did not stop riding would perhaps be crippled for life. Besides that, Agraz's right leg was badly lacerated, but he pluckily went out and rode until Castro, the twenty-year-old ex-amateur, paired with Vanoni. The newly formed Italian-Mexican team began riding at 11:05. Vanoni made several heroic attempts to gain a lap, as his team was one lap behind, having been penalized one lap for forming the new combination, but each time "Patsy" Keegan brought the Italian down. He had nearly succeeded in attaining his ambition at 2 o'clock in the afternoon, but Root pulled the bunch up to him after a long, hard ride.

Floyd Krebs and Alex. Peterson were the next pair to succumb. Peterson had been in very bad condition ever since his fall early in the morning, when he was knocked unconscious. He was taken sick after the fall, and could not keep anything on his stomach. Krebs did most of the riding, and was in consequence not in condition to withstand the terrific sprints of Fogler, Keegan, Hopper and the others. He gave up the struggle before evening after he lost several laps.

As was intimated last week, Ben Munroe did not arrive, so A. W. McDonald, the Boston amateur, was teamed with J. Frank Galvin. Although McDonald had little or no training, he looked good, and his friends early predicted that the little twenty-year-old New Englander would make a splendid showing with the hardened riders.

Late Monday night a wild eyed, long haired

and high browed man, who had indulged not too wisely, eluded the eternal vigilance of the guards and got on the track. He kept shouting, "Root! Root! R-o-o-t!" and informed the bystanders that he had bet \$100 on Root and Fogler. When he discovered that thirteen teams were left in the race, that Root wore the ill fated number, and that this was the thirteenth annual grind, he gave one wild, frightened yell and tacked



"TOMMY" HALL, WHO BROKE HIS COLLARBONE.

across the arena floor in the direction of the caf .

Some rules are good if they are carried out to the letter of the law. Good rules are better obeyed and bad rules are better broken. Two cases have come to notice already. The management stated that if a man was off the track more than five laps because of an accident to his machine he would be penalized. As none of the riders have displayed a tendency to shirk work this rule has not been carried out. It is a fortunate thing, for there would have been a great howl the first twenty-four hours. Some of the teams obeyed the instructions to wear individual colors, but others have not. This has resulted in some confusion to the spectators. The score for the first twenty-four hours was 451 miles 5 laps. The record made by Elkes and McFarland in 1900 is 510 miles 1 lap.

After midnight Monday there was little of consequence. The riders relieved each other at frequent intervals, and did not tire themselves out by useless, spasmodic sprints. The sleepers—that class of individuals who pay 50 cents admission Sunday night and remain in the Garden all the week, snatching a few winks of sleep when they can and subsisting on the Coney Island indigestion promoting truck which the unaproned waiters serve out at 10 cents a whiff—were awakened at 8:30 o'clock Tuesday morning, when Joe Fogler jumped away from the bunch and endeavored to put 176 yards—one lap—between himself and the others. Root came on to relieve Fogler, but Hollister pulled the bunch close enough to make the Brooklyn boy's effort futile. From 588 miles to 589 miles 4 laps there was some sprinting, in which Menus Bedell took the lead. Moran had just gone downstairs to sleep, but he was brought up, clad in an undershirt, to relieve his partner, Moran caught Bedell, and then the bunch again settled down to the kaleidoscopic grind.

Things were rather quiet all that morning and afternoon, and only one spill, in which



## Trainer Coburn Reading the Rules in Seven Languages



READING FROM LEFT TO RIGHT: VANDERSTUYFT, TROUSSELIER, STOL, DUSSOT, GOUGOLTZ, DECAUP, DOERFLINGER, VANONI AND TRAINER DAVE COBURN.

Hollister and Vanderstuyft went down easily, occurred.

Tuesday night the race took on an entirely different color under peculiar circumstances. At 11:45 o'clock, after most of the theatre crowd had left the Garden Trousselier and Decaup, admittedly the weakest team in the field, started the trouble. Trousselier started a wild sprint and Decaup relieved him. Then Moran took up the running for a few laps, when John Bedell forged ahead. The pace had been too fast for Tommy Hall, and he was caught for a lap. The riders were strung out around the track, and everybody but the scorers lost track of the riders. When the midnight score was posted it was found that the Bedell brothers had gained a lap on the rest of the field, while the French team, which started the sprinting, were so far behind that their loss had not been figured. The Bedells were credited with 819 miles, and Vanderstuyft-Stol, Hall-Downey, Root-Fogler, Keegan-Logan, Moran-MacLean, Hopper-Hollister and Downing-Bowler with 818 miles 9 laps. Galvin-McDonald and Doerflinger-Dussot were two laps behind the leaders, with 818 miles 8 laps, while Achorn and Wilcox were one more lap behind.

Shortly before 1 o'clock Wednesday morning Decaup, Hall, McDonald and Hollister tumbled. Decaup seemed in great pain, and Hall was completely knocked out by the handle bar jamming him in the pit of the stomach. It was half an hour before he was revived. That was the beginning of Hall's troubles. He came on and relieved Downey at 3:20 o'clock, and five minutes later an attendant most carelessly started to cross the track. All the riders had got by but Hollister and Hall. The former ran into the man and Hall plunged into the two. He was thrown heavily against an arena box and his collar bone broken. It was too bad, for the

plucky little English midget had just rounded into fine shape and would have undoubtedly given a good account of himself. Hall actually wanted to continue with a fractured neck piece, but his doctor forbade it. Then Wilcox, who is really a Mormon, for a consideration withdrew to let his partner, Achorn, take Hall's place with Downey. The team took the lowest score. The newly formed team officially began business at 8:32 a. m. Wednesday. The 1,000-mile mark was reached at 11:12 a. m. the Bedells naturally leading.

The French team, Trousselier and Decaup, were "all-in" early in the morning on account of the many falls they had been in. They gave up at 2:30 a. m. Decaup was a sick man, and Trousselier had suffered with a broken rib for no one knows how long. The Frenchman suffered in silence.

It came out Wednesday that the Bedell boys had some good reason for stealing a lap the night before. The daily newspapers proclaimed the fact that society is "taking in" the race. It is a fact that two or three "black sheep" of prominent families have occupied arena boxes. One of them offered the Bedell brothers \$250 if they would gain a lap. The cash did the trick.

The special \$50 lap prizes for the leader of the most laps did not promote the interest intended. The riders let the Keegan-Logan combination set the pace throughout the afternoon, so special hour lap prizes were substituted. The rider leading at the end of each of the hours from 3 p. m. to 6 p. m. and from 8 p. m. to 1 a. m. receives \$10. This has caused the pace to be a little faster, but not to any noticeable degree. Several times Wednesday afternoon Root, Fogler, Hollister and Hopper tried to gain laps, but were unsuccessful. The score at midnight Wednesday was 1,199 miles 4 laps. The record is 1,416 miles 8 laps.

It was an unkind disposition of Fate that prevented Hopper and Hollister from gaining a lap Thursday, the fourth day. Hollister was trailing the bunch at 6:30 p. m., when he suddenly unwound a wild sprint that carried him far ahead of the bunch. Hollister had placed seventy-five yards of yellow pine between his rear wheel and the bunch when Hopper came on and picked him up. The Minneapolis crack gained two-thirds of a lap when his chain broke and he was forced to retire. Nothing happened during the day, except that Doerflinger and Dussot lost four more laps. They were nearly exhausted and could not hold the pace. Fifteen hundred miles was reached at 7:46 p. m. At 8:35 p. m. Menus Bedell's rear tire exploded, and he, Hollister and Root slid down the bank. Nobody was hurt. At 9:30 o'clock Matt Downey relieved Galvin and started a sprint. Stol jumped out and caught him, but his tire punctured and he and Bowler went down. Minor accidents and attempts of Root and Fogler to get on even terms with the Bedells were the features of the evening.

It is very evident that a big coup will be sprung soon, for on Thursday several of the teams moved their camps up alongside the track. The Bedells, Root-Fogler, Hopper-Hollister and Bowler-Downing have cots there. From all appearances, the Bedells are in collusion with the Moran-MacLean and Keegan-Logan teams, for the last named teams have repeatedly prevented the Long Islanders from losing their one-lap advantage.

Most of the riders put on colored sashes Thursday to assist the scorers when the crisis comes, for one team will undoubtedly cause a big "shake-up" before the week is ended.

The score at the ninety-sixth hour Thursday was 1,556 miles 4 laps for the Bedells, and five other teams with one lap less. Galvin and McDonald were 1,556 miles 2 laps; Achorn and Downey, 1,556 miles 1 lap, and



Doerflinger and Dussot, the tail-enders, 1,555 miles 6 laps.

The expected coup was "pulled off" early Friday morning—half-past two, to be exact—and when the smoke of the battle and the other smoke lifted, the Root-Fogler team was found to be one lap ahead and even with the Bedell brothers. Root went out just before 2 o'clock and sprinted for dear life for three laps, when he was relieved by Fogler. Just as the shift was made, "Peggy" Moran, who appears to have the Bedell interests at heart, overhauled the pair and



TROUSSELIER, WHO QUIT.

kept on going as Root left the track. While Moran was slowing down to dismount, his rear tire exploded and the riders slowed down, not before Achorn, who is teamed with Downey, had lost a lap, however. It is too bad that Downey, who is making a remarkable showing, should have such hard luck. Each time a lap has been lost, it has been through no fault of Downey's.

Downey relieved Achorn after they had lost the lap and tried to regain the lost ground, but was caught by Hollister. Two minutes later Doerflinger sprinted for two laps, and then Root jumped away from the field. He rode hard for three laps and gained 40 yards. Fogler then went on and held the advantage for three laps, when Root again came on. Root made a poor pick-up, and John Bedell overhauled. Root jumped again, and Downey pulled Menus Bedell, just on to Root's rear wheel.

After that things were very much mixed. Stol led a great sprint for a lap and a half,

when Doerflinger dropped back a lap and paced Stol. Fogler relieved Root just in time, for Stol was gaining fast. The Brooklyn lad opened a big gap on the Dutchman, though Doerflinger again executed his drop back and pull trick. Root relieved and overhauled Stol. The riders were strung out around the wooden bowl, and it was impossible to figure out who had gained and who had lost. When the officials figured out the 3 o'clock score, they announced Root and Fogler had gained a lap, which put them on even terms with the Bedells, these teams having 1,607 miles each. Stol and Vanderstuyft and Moran and MacLean were placed one lap back, and a new third division, consisting of the Keegan-Logan, Downing-Bowler and Hopper-Hollister teams, two laps behind the leaders. Achorn and Downey were tied with Galvin and MacDonald. There was a dispute, Achorn and Downey claiming they had lost but one lap.

The bunch let Doerflinger gain two laps, and then, later on, took one away from him. Then all the riders indulged in a few spasmodic spurts. At 4:20 A. M. Downey went out and gained a lap, solely through his own efforts. McDonald tried to get even, but was thwarted by Moran and Vanderstuyft.

One of the "Patsys"—Keegan—the recipient of numerous bouquets during the week, gave up the grind at 1,690 miles, and Achorn withdrew at 1,746 miles to let Logan, Keegan's partner, pair with Downey. This new combination began business at 21 minutes past noon.

From then on until midnight Friday nothing transpired. At 1:20 o'clock the score of the leaders was: Bedell-Bedell, 1,914 miles 5 laps; Fogler-Root, 1,914.5; Vanderstuyft-Stol, 1,914.4; Moran-MacLean, 1,914.4. The record for the 120 hours is 2,316 miles 7 laps.

One of the funny incidents of the race was the general confusion over the identity of the members of the French team, Trousselier and Decaup. This latter rider has an overfondness for the game of "craps," and naturally is superstitious. He considers "No. 7" lucky, and appropriated his partner's number. Spectators and referees were confused alike until the referee made the men wear their own numbers.

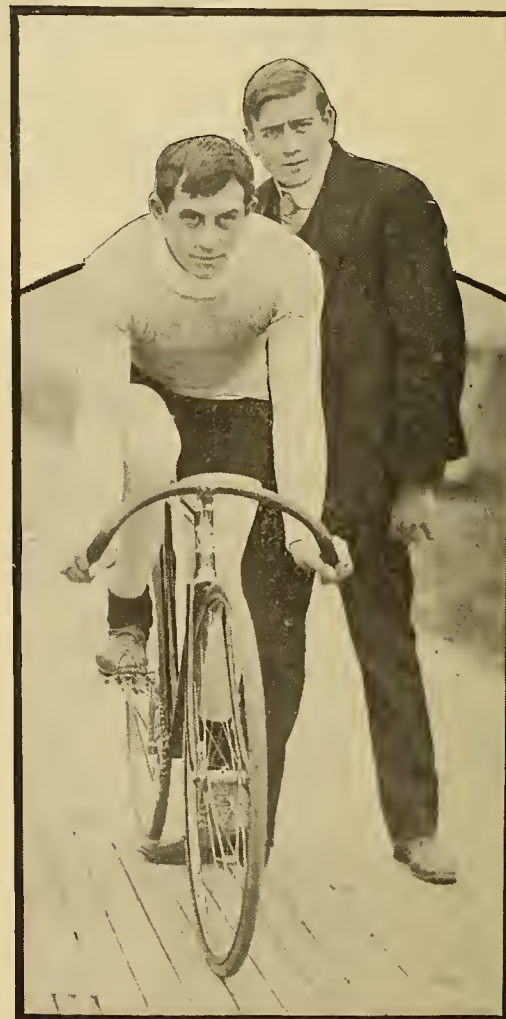
Some of the most enthusiastic spectators have been the wives of the riders. Root's wife and Fogler's fiancée have occupied the royal box each afternoon and evening, intensely watching every movement of their respective favorite. Mrs. Walthour and one of the little "Bobbies" applauded the motor-pace follower's exhibitions, and Mrs. J. Frank Galvin has been a regular attendant. Cyrus L. Hollister has had two of the gentler sex applauding his efforts, each claiming to be his wife. They are on opposite sides of the track, however.

The magnitude of the crowd has even surprised the promoters. Each night the Garden has been crowded to its utmost capacity, and Monday, Tuesday and Wednesday nights P. T. Powers was noticed look-

ing extremely worried. This was inexplicable until Thursday night, when the admission was doubled. Mr. Powers evidently regretted he had not charged more from the outset. Even at the extortionate charges—it cost \$1 Thursday night and after to get even a whiff of the foul air—the huge amphitheatre has been crowded. The proceeds from the "six" would put an ordinary mortal in affluence the rest of his natural life.

#### THE SPRINTS WHILE THE GRINDERS RESTED.

Each afternoon and evening the wheels of the human grist mill were stopped for a few minutes, and amateur sprint races, motor and



DECAUP, WHO ALSO QUIT.

human paced exhibitions, given for the delectation of the fashionable (?) audience. If nothing else, it tended to break the monotony of the perpetual grind. Monday night Walthour, paced by Gus Lawson on a two-cylinder, 8-horsepower motor bicycle, rode two miles against time in 3:02 1-5. This was the fastest time ever ridden in the Garden. The public seemed to have forgotten Walthour's part in the ill-timed strike a year ago, and the one-time public idol was received joyously. Frank L. Kramer, second to none as a sprinter, rode an unpaced half mile in 54 seconds. J. B. Coffey, of Boston, won two heats in his match with Teddy Billington, the Vailsburg lad falling from his wheel in the bell lap of the deciding heat. Billington was exhausted. He had not been out of the Garden since Saturday, and had overloaded his stomach with the abominable "hot dogs," Raines-law-hotel sandwiches and



the nervous strain was too much for him. He was taken to Bellevue Hospital, but recovered in time to ride the following day, and rode an unpaced quarter in 28 1-5 seconds. The yellow journal reports that Billington was suffering from an overdose of "candy"—strychnine—were preposterous.

Kramer rode an unpaced half-mile in 55 1-5 seconds, and Coffey won a match race with Alfred Ashurst in two straight heats. Charles Turville and William Saunders, mounted on Walthour's two-cylinder pacing machines, went two miles. Turville won in 2:58 4-5.

Tuesday night Charles A. Sherwood, of the New York Athletic Club, won the half-mile handicap, starting from the 25-yard mark. J. J. McKennon, 45 yards, finished second, and Alfred Ashurst, 35 yards, was third. Time, 1:02 1-5. Kramer's exhibition half was covered in 25 4-5 seconds, and Walthour, paced by Lawson, covered a mile in 1:30. The pacing motorcycle race at two miles, between Charles Turville and William Saunders, was really interesting. Turville had the pole at the start, a flying one, and Saunders, abreast four laps, won out in a neck and neck finish. Time, 2:54 3-5.

Wednesday's special events consisted of an amateur pursuit race between teams representing Boston and New York City, two match races and an exhibition. In the team pursuit race Sherwood, Ernst and Rupprecht, representing New York, defeated the Boston trio. Turville defeated Saunders in a two-mile motorcycle race, his time being 2:58 2-5. Edward Rupprecht defeated Fred Ernst in two straight half-mile heats. The respective times were 1:03 2-5 and 1:15 4-5.

The extra attraction race of Thursday afternoon was a half-mile amateur match between Edward Rupprecht, of the New York Athletic Club, and Teddy Billington, of the National Athletic Club, of Brooklyn. The first heat went to Rupprecht by ten feet in 1:14, after making a fast pace all the way. In the second Rupprecht did not start off so hard and Billington trailed him for three laps. Then Billington jumped past the Mercury Foot rider in an effort to sprint the entire two last laps. The effort was too much for him, and Rupprecht drew up even with him as they began the last half lap. Rupprecht was the stronger, and won by a couple of feet in 1:31. Frank L. Kramer rode an unpaced half mile in 0:54 3-5, and Walthour rode a mile, motor paced by Gus Lawson, in 1:31 2-5. Saunders defeated Turville in their two-mile contest on motor pacing machines, the time being 2:59 2-5.

In the evening Carlo Vanoni, the Italian, who was compelled to drop out of the six-day race, and Floyd Krebs, who also withdrew, had an unlimited pursuit race. Vanoni was easily the favorite with the crowd. "Herr" Krebs started off at a great rate, but was not equal to the beautiful, consistent sprint of the American born Italian. Vanoni overhauled the Newark rider at 1 mile 7 laps, the time being 3:37 3-5. Fred Ernst won the final heat of the half-mile open, but was disqualified for team work with Rupprecht. Sherwood was, accordingly, declared the winner,

J. B. Coffey, of Boston, being second, the time being 1:02. Kramer's time for a quarter-mile, unpaced, was 0:25 2-5, and Walthour rode a mile, motor paced, in 1:31.

Alfred Ashurst, from 60 yards, won the one mile handicap Friday afternoon. W. L. Holbrook (100 yards) finished second, and J. J. McKennon (80 yards) was third. Time, 2:05. Kramer's half-mile display was done in 0:54 2-5, and Walthour's exhibition in 1:32. Dividing the lap money did not produce the desired result, so the management tried a new stunt—that is, letting the six-day riders, at the end of a certain hour in the afternoon and also in the evening, ride a mile sprint for prizes from \$25 down. Any laps lost during this sprint did not count, however, against the contestants. Root won the afternoon event by a well timed jump, in the fast time of 2:13 3-5.



NEW YORK BRANCH 214-216 WEST 47TH ST.

Downey finished second, and Stol third. The little Bostonian took the \$25 from Stol in the night sprint. Menus Bedell was third. Time, 2:27 3-5.

The usual motor-pacing machine races had been called off, as they looked dangerous, but on Friday night several of the Vanderbilt clique occupied one of the arena boxes, and as they requested a motorcycle race, there remained no alternative for the management but to play the sycophant. Gus Lawson and Charles Turville were matched. Turville led at the first mile, and on the fourteenth lap the rear tire of Lawson's machine exploded, causing his machine to swerve from the track and its rider to roll over and over down the stretch. Once more was the value of "Gussie's" football attire demonstrated, for he would probably have been seriously hurt had he been minus the helmet and padded clothing. As it was, he arose from the track smiling. Turville's time for the first mile was 1:28.

Another sensational tumble occurred in

the first heat of the one-half mile match race between Carlo Vanoni and Floyd Krebs. The latter led at the bell lap, and in making the last turn into the stretch the Italian rode too close to the floor. He slid off the incline and turned a complete somersault, landing against one of the boxes and sliding onto the middle of the straight. He, too, was unhurt. Krebs covered the five laps in 1:28. Walthour's time in his usual mile exhibition behind motor pace was 1:28, the fastest time ever made in the Garden. The first half was reeled off in 44 2-5 seconds. Kramer rode an unpaced quarter in 25 4-5 seconds.

### Texans Try Loafing Tactics.

Had the young Texas amateurs not been too ambitious in that they wanted to copy the French style of racing, the bicycle events at the State fair at San Antonio, Sunday, November 26, would have been more interesting to the uneducated public. Even the New York race, going public seems not to fully appreciate the "loaf three-quarters and sprint the final" style of race—it takes the Vailsburg "fans" to understand it, so the Texans may be excused for thinking the races slow. Being "fair time," there was naturally an immense crowd present.

George Eldridge won the first event, a three-quarter mile novice, handily. Ivan Reagan was second, and Albert Cooper third. Five riders aspired to be "State Champion," and as a result there was no lagging in the quarter-mile open. John Lewis won out in a blanket finish with Richard Madder and Arthur Morris eligible to get under cover. Time, 0:39 2-5.

There were seven starters in the three-quarter-mile open, which was captured by Arthur Morris. Al Jack finished second and Leon Pinn third. Jack was overcome by the heat just after the finish. The two-mile championship was interesting, as the bunch kept well together. Lewis again crossed the tape a length in front of Madder. George Eldridge was third. The order of finish was partly reversed in the mile and a half open, Madder winning out, with Lewis trailing. E. G. Block finished third. Lewis scored another victory in the one mile open, while Madder again came in second and Eldridge third. Summaries:

Three-quarter-mile novice.—George Eldridge, first; Ivan Reagan, second; Albert Cooper, third. Time, 1:59 3-5.

Quarter-mile open, for State championship.—John Lewis, first; Richard Madder, second; Arthur Morris, third. Time, 0:39 2-5.

Three-quarter-mile, open.—Arthur Morris, first; Al Jack, second; Leon Pinn, third. Time, 2:36.

Two-mile, open, for State championship.—John Lewis, first; Richard Madder, second; George Eldridge, third. Time, 5:34 4-5.

One and one-half mile, open.—Richard Madder, first; John Lewis, second; E. G. Block, third. Time, 4:21 1/2.

One mile, open.—John Lewis, first; Richard Madder, second; George Eldridge, third. Time, 3:00.



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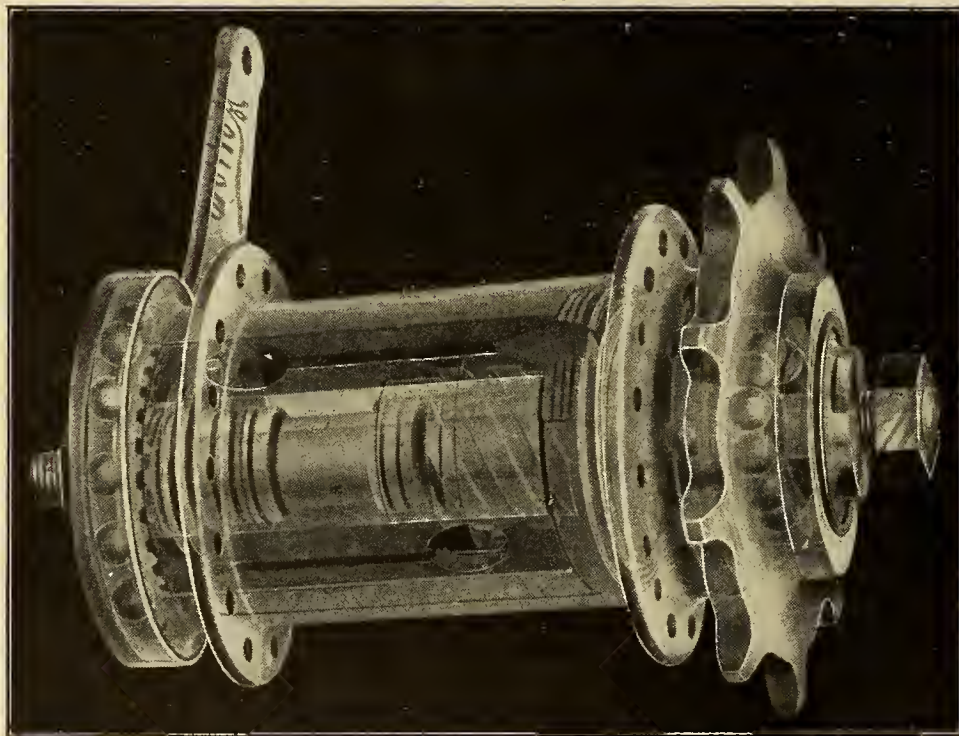
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## ON TOURING ALONE

**Not Without Its Satisfactions, Says this Cyclist—He Details Some of Them.**

To tour alone is to arrive at the apotheosis of selfish enjoyment. Though you have no one to share your pleasures (and I am aware this sharing has been said to make each share or part greater than the whole), neither have you any one to mar them. The presence of a companion may mean the possibility, or even, say, the probability of accrued pleasure, but, after all, it is but a probability, and, on the other side, we have at any rate a certainty—the certainty that there will be no one to disturb the serenity of our mood or to take the prime morsel from the dish at table. Here, at any rate, are manifest and definite advantages which no man can gainsay and which are sufficient to justify the most morose and hermitlike of the solitary touring brigade, says one of them.

Think of what it means to be spared a companion who does not harmonize with your temperament. Are you a man who loves to lie a-bed in the morning, then you have no fear of any early rising miscreant routing you from your bed to go a-swimming at unearthly hours. Some of my saddest experiences have been at the hands of such of these men who cannot get within a couple of miles of a river or the sea but they want to swim before breakfast, and, moreover, are not content unless they can drag with them every sensible would-be-in-the-bed-if-he-could individual. Then, suppose you are a man who loves not hard work; one who makes it a rule to get off and enjoy the scenery when the hill gets steep, how much better it is not to be accompanied by some herculean rider who loves to strain his thews and sinews at every hill to attain the summit when you have encompassed but one-half of the journey and are condemned to push the thing afoot. Hercules has generally some inane remark to make when you find him resting at the top after his absurd labor. He will say it was "a bit thick," that last bit, in a tone that shows he means it was nothing to him personally, or he will regard your pedestrianism with astonishment, look at his watch in an offensive way or ask you if there is anything wrong. You feel that the early, not to say prompt, demise of this brawny brute would not be unwelcome, and you look in vain for symptoms of weakness as you point out to him that no one but an unappreciative idiot would have hurried past that exquisite landscape.

Later, despite your periodical enjoyment of landscapes uphill, you arrive at that condition euphoniously described as "being done up," while your companion looks fresher than when he started in the morning. This betrays a callousness on his part which hitherto you never suspected. You feel if he were not a witness of your weakness you would get off the wretched bicycle and walk until some suitable place for rest and refreshment appeared in sight, but it would never do to betray yourself in this way, so

you worry along until some reasonable excuse for a stop is forthcoming. Ha! reader, methinks the above picture will not be unfamiliar to thine eye. Tell me not, man, that thou hast never felt thus, for verily I will not believe thee, even though thou hast now developed into a Hercules and playeth the objectionable role thyself.

I have enumerated but a few of the unpleasantnesses which the solitary tourist can make a certainty of escaping. How much better it is under such circumstances as I have set forth for the rider to be alone; to have no prying, inquisitive, critical eye bent upon his physical or moral shortcomings and to be happy in the knowledge that he has only his own selfish tastes and inclinations to study. Clearly human nature is at fault when it prompts us to lack appreciation of our own company on the road. But it may be argued, seeing that human nature is what it is, right or wrong, a man may find the inability to exercise his communicative powers fraught with even greater unpleasantness than if he were burdened with even the most uncongenial companions. To this I would answer that when we pretend conversation on the road to be necessary we deceive ourselves. As a matter of fact we are rarely amused in this way. I once sat at a table with two tourists who never exchanged a syllable except to utter such remarks as "pass the salt"; they might have been total strangers, so complete was their estrangement, and I hold that a man who has no desire to chat over his meals can suffer no privation if he is debarred from it on the road.

One's powers of conversation need never rust so long as a stray companion can be discovered at the halting place, and there is the advantage that we are under no feeling of obligation to talk if not so disposed. Mine host is generally a sociable individual, and some men can even find relaxation in the smiles and wiles of fair Hebe, or there is the commercial visitor, who is generally gifted with conversational powers of a high degree, or we may hobnob for an hour or two with other tourists whom we chance to meet at the hotel. With such material available our intellectual and linguistic powers need never starve for want of exercise; and those who cannot satisfy themselves therewith will have no sympathy from me—they are evidently constitutionally unsociable, and solitude, whether on the road or in society, must be their chosen lot.

Personally, I believe I am a socially inclined creature. Indeed, too candid friends have informed me at times that I have "the gift of the gab." Certainly, I must acknowledge that I prefer a chum with me on tour; but, on the other hand, I have discovered, what many fail to discover, "how sweet, how passing sweet, is solitude," and thus it is, when necessity compels, I pack my traps, take my bicycle and start with confidence on a long and unaccompanied tour. I do not go alone from choice, but because I find that 'tis better I should tour alone than never have a tour at all, or, at any rate, miss a rare and golden opportunity. Loneliness on the road, it will be seen, has its compensations, and to prove this I have been tempted to pen this "apologia" for the solitary wanderer, who, believe me, is, after all, not half so mad as he may appear.

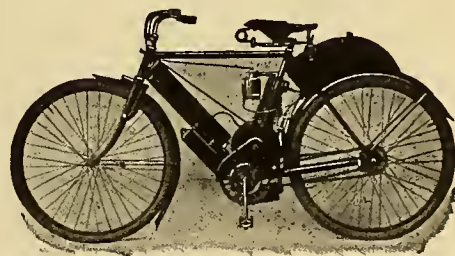
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## How Baker Won the Brooklyn Motorcycle Handicap.



THE TWO BAKERS, FRANK AND FRED.  
POLICE CAPTAIN MURPHY IS INTERESTED.

BAKER ROUNDING THE TURN.  
HEDSTROM, WINNER OF TIME PRIZE.

Had they been able to view it from aloft—and a score of fairly commodious balloons would have held all of them—those who viewed the Brooklyn Motorcycle Club's 25 miles handicap road race on Saturday last, 2d inst., would have witnessed as pretty a struggle as ever was labeled a race. For the entire distance two of the nineteen starters, Frank P. Baker and E. W. Good-

win, remained within in speaking distance and passed and repassed each other a dozen times, while for twenty miles Fred A. Baker, a hundred yards or so further back, was using all the arts and wiles at his command to coax that much additional speed out of his motor. He couldn't do it, and his younger brother won in 38:17 2-5. Goodwin was just behind him, but finished only

to be disqualified—the result of a friend's kindness and his own thoughtlessness. His own machine was not running up to form, and when his friend proffered a loan of his mount, Goodwin accepted on the spot. It proved to be one of those "specials" that have caused so much contention and which had been handicapped for the occasion. Goodwin entered to ride a stock machine



and started from the mark allotted it. When he was protested, his disqualification followed, as a matter of course.

The scene of the contest was the big, broad Ocean Parkway—as often styled Coney Island Boulevard—and that the crowd was small was due to the postponement from Thanksgiving Day and to the early hour at which it was run, 8:30 A. M. On the original date, a holiday, tens of thousands would have looked on. On Saturday only the faithful or fortunate enthusiasts and about 150 policemen were in evidence. There were policemen, a horse, a foot, a cycle and a motorcycle. Every crossing and approach was guarded, and a real good fellow of a commander, Captain Patrick Murphy, was in charge of it all. If ever he possessed any “chestiness,” he left it at home. He quite won the motorcycle contingent. He was so affable that when Hedstrom’s cap blew off, he sent a mounted cop after it on the gallop.

That Captain Murphy and the other spectators did not see much of the rare fight between Baker and Goodwin was due to a slight rise in the road 400 yards from the starting point, which also was the finishing point, also a turning point. For the course was 4 1-6 miles straightaway and return, requiring three laps to complete the 25 miles—five turns in all. A carpenter’s “horse” marked one turning place, while President Carritt, of the promoting club and chief worker in the cause, was the living “buoy” at the Coney Island end. He had several close shaves of the kind not known in tonorial shops.

The limit was 10 minutes 25 seconds, and thirteen men, all rated at 40 miles per hour, started from this mark, the two Bakers and Goodwin among them. Four men made up the six-fifteen bunch. They were H. J. Wehman (3 horsepower Curtiss), Stanley T. Kellogg (1 3/4 horsepower Indian), Henry Heyer (4 horsepower Marsh) and George Breeze (4 horsepower Tourist). When they disappeared over the rise, Wehman was in front. The two scratch men, on two-cylinder machines, were J. P. Bruyere (5 horsepower Curtiss) and Oscar Hedstrom (3 horsepower Indian). Bruyere, who had been using a patched belt, broke it in practice, and although the start was delayed for him, he had only a minute to spare when time was called. He got away so poorly that Hedstrom was fifty yards ahead before Bruyere fairly caught his stride. He did not hold it for long. Nearing the Coney Island turn his belt broke again, and he was out of it, and the much anticipated fight between two rivals had come to naught.

Fred Baker was the first man to reach “Carritt buoy.” He overshot that living marker by a hundred yards, and when he finally turned he had lost his lead. His brother and Goodwin had turned neatly and were ahead of him, and though he tried mightily for twenty miles and lay so low that he bumped his forehead so hard on his handlebar that he raised a lump the size

of a pigeon’s egg, he never could get up again. The only accident of the day happened near the first turn. George Hocksprung, riding a Linden—a locally made machine—was forced wide and, skidding on an ice patch, mounted to the cycle path and crashed into a tree. He was cut and bruised about the left thigh, but was not seriously hurt. Wehman, of whom much was expected, also went out, if not down, at Coney Island. His starting chain had slipped off its sprocket, and when he cut off power to pedal around the “buoy,” he could not get going again until all hope was lost.

Frank Baker completed the first and the second laps first, making the turns beautifully. Goodwin was in close pursuit each time. Although Baker was in front at the turns each time, he and Goodwin had it nip and tuck down the long straights. They hung so closely together that when either of them lifted his head to look around, or sat up to ease his back, the other promptly crawled past, but Baker ultimately won by less than four seconds. At the end of the first lap Frank Baker, Goodwin, Fred Baker, Bartsch and Brandenburg, in that order, passed within four seconds. Next came F. Hocksprung, Ericson, Fredericks, Kellogg, Rubenstein, Breeze, Wehman, Heyer, Hedstrom and Horenburger. The second lap thinned the ranks considerably. The Bakers and Goodwin pulled away from Bartsch and Brandenburg, who were close together but the latter tried to turn too sharply and upset. He himself did not fall, but his pedal snapped off and put him out of the running. The order of the others was as follows: Frank Hocksprung, Kellogg, Ericson, Fredericks, Hedstrom, Rubenstein, Breeze, Horenburger.

The only exciting incident that happened at the starting point occurred on the first lap, when Heyer, on the new green Marsh, dashed up and kept straight on. His eyes were staring, and it was plain that something was wrong. He could not stop until about 200 yards beyond the mark. His grip control had stuck fast, and he decided it the better part of wisdom to retire with one lap to his credit. Further down the road Frank Hocksprung stopped for an unusual reason. He dropped a glove, and, forgetful of the race, dismounted and ran back to get it. By the irony of fate Breeze was the victim of his own Breeze carburetter. An interior valve went wrong, and lost him valuable minutes. Kellogg was also a peculiar victim. He had finished in fourth po-

sition, but apparently did not know it. He did not hear the shouts and started on an extra lap. He fell at the Coney Island turn and broke his handlebar. Of the other extreme was Rubenstein, a raw novice of the all leather brigade. He stopped before crossing the line, and it took a full minute’s coaxing to induce him to come to the mark that his time might be taken.

After Bruyere’s broken belt put him out of the race, Hedstrom had practically a walkover for the diamond medal offered for the best time. He stuck to his work, but the handicap limit was too great for him to overcome. He finished fifth, however, in 32:24 2-5—a 1:29 pace, but as actual timing showed that it required from 12 to 25 seconds for the men to negotiate each turn, there is no room to doubt that Hedstrom averaged much better than a mile a minute in the straights. The summary is given below.

### “Champion” Left at the Post.

Charles Callahan—he is the self styled “champion of Maryland and the District of Columbia”—did not win the motorcycle pursuit race which formed the feature of the automobile race meet at Electric Park, Baltimore, Md., Thanksgiving Day. Of course, Callahan wanted to win, and had his four horsepower Aster on the track, but it refused to mope. Owing to the recent wet spell the track was in anything but good condition, and all the automobiles were forced to slow down on the turns. Not so with Ray (“Chic”) Thomas, who rode an Indian. Thomas negotiated the turns at almost full speed and gave the crowd of 2,500 spectators the only real thrills during the afternoon. He overhauled his opponent, Herbert Webber, at the four and one-half mile post. The time was 8:30.

### The Bicycle for Self Defense.

The bicycle as a weapon of defence is a far cry and is something that has occurred only to a Frenchman who has built a “manual of arms” around the bicycle. One night last week, however, Peter P. Probst, a St. Louis wheelman, proved that on occasion a bicycle really can be put to use as an object of self-defence. Probst was en route home when he was ordered to halt. He did so, but when a “stand and deliver” command brought the realization that he had been halted by a highwayman he delivered quickly. Snatching up his bicycle, he brought it down with great force on the head of the robber. The blow knocked down the latter, but he grappled with Probst and eventually made his escape.

	Hdcp.	1st lap. 8 1-3 m.	2d lap. 16 2-3 m.	Last lap. 25 m.
pace, but as actual tim-				
1. F. P. Baker, Brooklyn M. C., 1 3/4 h. p. Indian	10:25	12:54	25:53	38:58 1/2
2. F. A. Baker, Brooklyn M. C., 1 3/4 h. p. Indian	10:25	12:55	27:05	40:34 1/2
3. R. H. Bartsch, New York, 1 3/4 h. p. Indian	6:15	12:12	24:38	37:20 1/2
4. S. T. Kellogg, Bridgeport, 1 3/4 h. p. Indian	6:15	10:43	21:35	32:24 1/2
5. Oscar Hedstrom, Springfield, 3 h. p. Indian	10:25	14:30	28:44	43:47
6. Frank Hocksprung, Brooklyn, 3 1/2 h. p. Linden	10:25	14:49	30:24	45:00
7. F. O. Ericson, Brooklyn M. C., 1 3/4 h. p. Thoroughbred	10:25	15:35	30:47	45:31
8. J. Fredericks, Brooklyn, 3 1/2 h. p. Linden	10:25	17:05	33:16	51:04
9. J. Rubenstein, Jersey City, 1 3/4 h. p. Indian	6:15	13:43	33:21	50:05
10. George Breeze, Newark, 4 h. p. Tourist	10:25	12:56	27:06	—
— J. I. Brandenburg, Brooklyn M. C., 1 3/4 h. p. Thoroughbred	10:25	21:17	34:42	—
— F. W. Horenburger, New York M. C., 3 h. p. Marsh	10:25	—	—	—

The following completed one lap only: H. J. Wehman, 3 h. p. Curtiss, (6:15), time, 18:45; H. Heyer, 4 h. p. Marsh (6:15), time, 19:27. Also started; J. P. Bruyere, 5 h. p. Curtiss, (scratch); J. E. Brown, 3 1/2 h. p. Linden, 10:25; Geo. Earle, 3 1/2 h. p. Linden, 10:25; Geo. Hocksprung, 3 1/2 h. p. Linden, 10:25. E. W. Goodwin, Brooklyn M. C., Indian, 10:25, finished second in 38:21 1/2, but was disqualified.



# The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LII.

New York, U. S. A., Saturday, December 16, 1905.

No. 12

## CROSBY THE LEADER

**Cycle Manufacturers Open Door to Parts Makers and Elect Buffalo Man Their President—What was Done at Chicago.**

William H. Crosby, of the Crosby Co., Buffalo, N. Y., is the first president of the Cycle Manufacturers' Association. He was chosen unanimously at the meeting held in the Auditorium Annex, Chicago, on Monday last, 11th inst., at which the organization of the association was completed.

George N. Pierce, of the Buffalo company bearing his name, was elected vice-president. D. W. Gould, Pope Mfg. Co., Chicago, secretary, and Harry Walburg, Miami Cycle & Mfg. Co., Middletown, Ohio, treasurer.

"I believe the formation of the association presages a new era for the cycle industry," was the remark, when all had been said and done, of one of the most thoughtful of those who had to do with the movement. And certainly the spirit and good will displayed justified the remark.

The meeting was divided into two sessions, morning and afternoon. W. H. Crosby, as the temporary chairman chosen at the initial meeting in Hartford, presided. The morning session was given over chiefly to informal discussion and to the appointment of the committees on bylaws and nominations. In the afternoon the bylaws were adopted and the election held. No reference was made to the creation of a publicity bureau.

The most important departure from the original plan was in making the manufacturers of cycle and motorcycle parts eligible to membership. This made it possible for the bicycle folk to secure Mr. Crosby for the presidency. The term "parts" is so elastic that it would appear that the makers of coaster brakes, saddles, spokes, pedals and the like will be eligible to membership.

It was early made plain that the association will have nothing to do with patents or the bottom bracket situation, as some of those concerned half suspected would be the case, but that it is designed solely for the general betterment of trade conditions. The personal

acquaintances formed, the views exchanged and the understandings reached all make for this end. Just what working plans the organization has in prospect is not yet ripe for disclosure; but President Crosby is a man of ideas and is no drone, and may therefore be counted on to "do things." His election to the office was in the nature of a deserved compliment, for it was he who did so much to bring the warring factions together and to pave the way for and bring about the amicable settlement of the apparently interminable patent litigation, and thereby to make possible the Cycle Manufacturers' Association. All hands freely give him credit for the achievements.

The next meeting of the association will be held on the first Wednesday in February, the 7th, at a place to be designated by the president. The place undoubtedly will be Buffalo.

How great is the interest in the association was manifested by the attendance at the Chicago meeting. There was only one absentee of any note, not to include the exclusive motorcycle manufacturers, of whom, the Hendee Mfg. Co., at least, sent assurances of support and membership. Those personally present were as follows: Albert L. Pope and D. W. Gould, Pope Mfg. Co.; George N. Pierce, George N. Pierce Co.; Harry Walburg and Judge Deschant, Miami Cycle & Mfg. Co.; A. W. Colter, Consolidated Mfg. Co.; F. C. Finkenstaedt, National Cycle Mfg. Co.; Frank Southard, Toledo Metal Wheel Co.; William F. Remppis, Reading Standard Cycle Mfg. Co.; E. S. Fretz, Light Cycle Co.; Messrs. Gendron and Vogel, Gendron Wheel Co.; F. I. Johnson, Iver Johnson Arms & Cycle Works; J. W. Ash, Hudson Mfg. Co.; E. J. Lonn, Great Western Mfg. Co.; I. Schwinn, Arnold-Schwinn Co.; W. G. Schaack, Emblem Mfg. Co.; Fowler-Manson-Sherman Co., and William H. Crosby, Crosby Co.

### The Retail Record.

Elmira, N. Y.—City Cycle & Auto Co. sold out to Elmira Arms Company.

Santo Rosa, Cal.—Santa Rosa Cyclery moved from Mendicino street to Fifth street.

### Buffalo Dealers Incorporate.

The Cleveland Cycle & Auto Co. has been incorporated at Buffalo, N. Y. James MacNaughton, F. Louis DuBroy and M. D. Ashford, all of Buffalo, are named in the papers.

## SECRETARY GETS BUSY

**Will Start a "Campaign" with \$25 and 1000 Circulars—Then Watch the Boom!**

At last the National Cycle Trade Association—the jobbers' organization—has "got something of a move on." It intends to print a letterhead bearing the momentous title "Ride a Bicycle Campaign," and will issue one thousand little four-page leaflets giving some reasons why bicycles should be ridden.

To obtain more reasons twenty-five large dollars will be offered. They—the dollars—will be deposited in three large bags containing respectively 15, 10 and 5 pieces of the coin. These munificent offers are expected to bring in so many "reasons" that an enlarged edition of the leaflet will be printed and 25,000 or 50,000 or 100,000 be distributed. Local newspapers through the local dealers will be urged to reprint the reasons, free of charge, and it is thought "the Press Associations will also send forth the matter to their clients," whatever that may mean.

"Road signs, stickers and some sort of work through the local clubs, as well as the racing feature," will be "considered later," how much later is not intimated.

The popular and progressive secretary of the N. C. T. A. will be also secretary of the R. I. B. C., which possibly may be a guarantee of the aggressiveness of the "campaign." It is known positively that the secretary himself once rode a bicycle. It is understood, however, that he will not compete for the twenty-five coins that will be "hung up."

### Pope Reports Increased Profit.

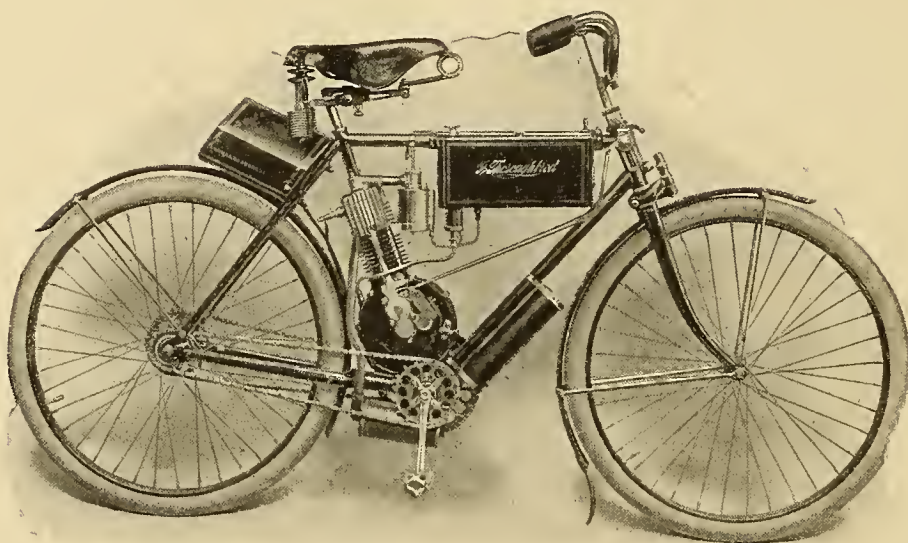
The annual report of the Pope Mfg. Co. for the year ending with July last, which made its appearance late this week, shows substantial gains over the figures of the preceding year. The gross receipts were \$7,801,145, a gain of \$574,556, and the net receipts were \$1,304,750, larger by \$73,954 than those of the previous year. The total income of \$1,303,996 showed a gain of \$11,042, and the surplus was \$87,220, against \$36,227 less the year before.



## GROOMING OF THOROUGHbred

**It Results in Many Marked and Useful Improvements—What they Are.**

Although in this part of the country the 1906 Reading Standard Thoroughbred motor bicycle has been so long in evidence that its altered appearance from previous models has become familiar, to very many of the accompanying illustration will serve as the first introduction to the new machine. It has been used on the roads hereabouts since summertime, and thus has had the practical usage that has enabled the new features to



1906 THOROUGHbred.

be put to the test in ample season for any weak spots to be corrected before being presented to the general public. These new features constitute a budget that makes largely for the increased comfort and convenience of the rider and also for more economical operation and upkeep.

The combination gasoline and oil tank has been removed from the rear of the machine and placed inside the diamond frame, where it is now suspended from the top bar—a position which, it is claimed, permits of more substantial construction of the tank and a better balance of the whole machine, also it is better protected from damage and strains.

The oil tank forms part of the gasoline tank, and is provided with a new and novel device which permits the lubrication of the motor without dismounting—a consummation long prayed for and of inestimable convenience. The rider simply pushes a knob on top of the oil tank, which operation forces the oil into the motor.

For the long cylindrical battery case carried inside the diamond frame there has been substituted a semi-circular box, which is secured to the rear forks—a change that promotes accessibility and permits the use of standard dry cells, likewise no small advantage.

A new imported English saddle, with com-

pound springs, will be also used, and the Reading Standard Co. is now testing a spring seat post which, likewise, may be made a part of the equipment.

One of the greatest innovations and improvements is the patented duplex cushion fork, which, which is claimed to be twice as strong and twice as elastic as any other similar device. Its principle is well shown by the accompanying illustrations. It is made up of few parts and has but three brazed joints. A securely attached lamp bracket and provision for a luggage carrier will constitute other features of the new model.

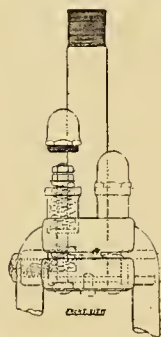
In addition to those described, the following changes have been made or are in course of construction:

One-piece head.

Top and bottom bar of frame, heavily reinforced.

Rear forks and stays, altered to accommodate  $2\frac{1}{4}$ -inch rear tire.

Rear wheel equipped with  $2\frac{1}{4}$ -inch tire.



CUSHION FORK, CROSS SECTION.

Chain line widened from  $1\frac{3}{4}$  inches to 1 15-16 inches giving more room between the engine base and side of chain, and providing space for a longer bearing for crank shaft in engine base.

Coaster brake,  $\frac{3}{8}$  inch wider over all than formerly;  $\frac{1}{4}$  inch wider between flanges.

Cylinder of motor increased to  $2\frac{3}{8}$ -inch bore and  $3\frac{1}{4}$ -inch stroke—a substantial increase of power.

Alterations to carburetter stem, making it unnecessary to connect the upper bar.

Internal improvements to carburetter, which will improve the mixture.

New cam lifting device, oil tight and with roller contact.

The effective grip control of the Thoroughbred will be continued as heretofore.

The standard finish of the Thoroughbred will be a golden brown, with head and fork-sides enamelled in milari green and tastily striped. All bright parts will be heavily nickeled on copper.

For attachment to the motor bicycle, the Reading Standard people will, of course, market the side carriage with its extensible tread, and with either a cane seat or



THOROUGHbred CUSHION FORK.

with the convertible seat and delivery box. The construction of a fore-carriage is in contemplation.

### The Best of All Polishers.

"The palm of the human hand is the best superfine polisher known," says Bicycling News. "First wetted upon a damp cloth and then sprinkled with powdered rotten stone, it forms the best possible medium for polishing enamel ready for the final coat of best finish, or smeared with pure olive oil it forms the best medium for finally polishing enamel."

The virtue of the human hand as a polishing agent is shown by the fact that on fine lens work the bare hand is used entirely in the finishing process. The final polish of the great condensing lens of the Lick telescope was put on by the hands of school children.

### Usefulness of a Magnet.

For removing small bits of metal from the interior of the cylinder of a motor a small magnet is frequently very useful, as otherwise it is almost impossible to reach them. In many cases as good results may be obtained by using a screwdriver which has been magnetized by sticking it to the frame of a dynamo or motor for a few minutes, as with a horseshoe magnet, and the screwdriver has the advantage of being useful in other ways, and hence it is not a needless encumbrance of the tool kit.



## WANTS NATIONAL LICENSES

**Also \$50 Fees, \$1000 Fines and Other Ex-tortions—Morrell's Silly Bill.**

Congressman Morrell, of Pennsylvania, has made his bid for notoriety. While other people were talking of a national law regulating motor vehicles, he proved himself a man of action. On December 4 he distinguished himself by unloading on the House of Representatives a bill that seeks to do that very thing—it will practically regulate them out of existence.

Except as a medium for the advertisement of Morrell, none will accept the measure seriously. It is the same old frothing concoction, the froth being piled on a little heavier, if anything. It requires examination and a license, of course—price, \$50—to pass from one State or Territory into another, not excepting Porto Rico or the Philippines, and would revoke for all time the right to use a motor vehicle of any person who had been convicted three times in any court of the land. The additional penalty is a fine of not less than \$500 nor more than \$1,000.

The bill was referred to the Committee on Interstate and Foreign Commerce, where probably it will slumber long and peacefully. As a choice specimen of what a Congressman can do on occasion, however, it is interesting. Here is its full text:

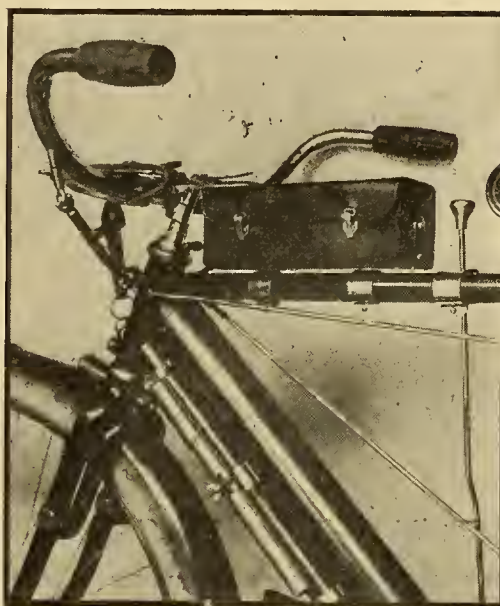
Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that on and after the first day of January, nineteen hundred and seven, it shall be unlawful for any person owning or operating an automobile or motor vehicle, whether the motive power of the same be electricity, steam, gasoline, or other source of energy, to operate the same for business or pleasure along the public highways of any State, Territory, or dependency of the United States, or of the District of Columbia, so as to pass from one State into another State, District, Territory, or dependency, or from one Territory into another Territory or State, or from the District of Columbia into any State, without first undergoing a special technical examination as to his ability and power to manage, control, and direct automobiles or other motor vehicles with precision and safety, and obtaining a license or permit to operate automobiles or other motor vehicles between the States from the regular constituted authorities of the United States, as set out in the following section:

Sec. 2. That the Interstate Commerce Commission of the United States shall have power to conduct the examination prescribed by this act, under such rules and regulations as may be required, and shall appoint a technical expert to test the personal fitness, practical ability, and mechanical knowledge of any applicant, owner, or operator of any automobile or other motor vehicle as afore-

said, at such times and places as it may determine. Said technical expert shall be certified by the Civil Service Commission of the United States to the Interstate Commerce Commission, and shall receive a salary of one thousand two hundred dollars per annum and four dollars per diem for expenses while absent from Washington in the necessary discharge of his duties.

Sec. 3. That every owner or operator of any automobile or motor vehicle passing a satisfactory examination before said technical expert shall be licensed by the Interstate Commerce Commission to operate automobiles or other motor vehicles between the

### Corson's Motorcyclists' Luggage Carrier.



"A tool bag that is a tool bag," is how E. H. Corson, of the Indian Motorcycle Co., Boston, Mass., describes his latest creation, which is shown by the accompanying illustration. It is not only large enough to carry all the tools required by a motorcyclist, but is held securely in a most accessible place and position. It measures 3x3x8 inches, and is made of the best heavy leather. The holder is of heavy nickelplated brass.

The illustration also shows Corson's two other inventions, his motorcycle luggage carrier, and his new muffler cut-out, or rather the knob and rod by pressure of which the cut-out is operated.

States and Territories, District of Columbia and the States, or vice versa; and such license shall be good for three years from the date of its issue, and may not be renewed without examination.

Sec. 4. That every owner or operator of any automobile or other motor vehicle who shall pass the required examination shall, before receiving his license or permit, pay into the Treasury of the United States the sum of fifty dollars.

Sec. 5. That whenever it shall appear that any owner or operator of an automobile or other motor vehicle, so licensed as aforesaid to operate automobiles or other motor vehicles between the States, has been convicted on three several occasions in any Federal, State, or municipal court of violating this

act, or any State or municipal law governing automobiles or other motor vehicles, the Interstate Commerce Commission shall, after proper notification, cancel and revoke the license of said owner or operator and shall not reissue the same.

Sec. 6. That any owner or operator of any automobile or other motor vehicle violating the provisions of this law shall be fined not less than five hundred nor more than one thousand dollars, to be recovered in any district court of the United States in the district where the violation occurred.

Sec. 7. That this act shall take effect from and after its passage.

### "Ouida" Throws a Spasm.

"Ouida," one of the most erratic, assinine, imaginative novelists that ever wrote a book, visited a rare meet at the Velodrome d'Hevre in Paris. After reading her description of the race, one is tempted to wonder if there are any words left in the dictionary. For the first time in her interesting life "Ouida" became a humorist. She says: "Behold him in the Velodrome as he wells insanely after his kind as they tear along in their tandem machines in a match, and then ask yourself, O my reader, if any age before this in all the centuries of the earth ever produced any creature so utterly low and loathsome, so physically, mentally, individually and collectively hideous? The helot of Greece, the gladiator of Rome, the swashbuckler of mediæval Europe, nay, the mere pimp and pander of Elizabethian England, of the France of the Nalpis, of the Spain of Velasquez, were dignity, purity of courage in person, beside the cad of this breaking dawn of the twentieth century—the cad rushing on with his shrill scream of laughter, as he knocks down the feeble woman or the yearling child, and, making life and death and all eternity seem ridiculous by the mere existence of his own intolerable fatuity and bestiality."

### Mixing Maps and Lamp Oil.

To increase his sales of bicycle lamp oil—the Briton still clings to this form of illumination—an English manufacturer has resorted to the dodge of printing sections of road maps upon the tins. England proper has been divided into sixteen sections, and the cans corresponding are numbered, so that the purchaser who wishes to complete his knowledge of the roads of any particular section at the expense of the manufacturer and obtain a supply of oil at the same time may ask for the number he wishes.

One thing that has seemingly not occurred to the deviser of the scheme is the fact that a lamp is usually filled before starting out and the tin left behind. As the map is printed right on the tin, it is not apparent whether the rider is expected to wait until the can becomes empty and then tote it around with him, or carry it with him at all times. It would be inconvenient, to say the least, if he wished to ride in parts of two or three sections on the same day and took to this method of finding the road.



# IT'S TIME TO GET IN LINE

for the

# National Agency for 1906

It is one of the most valuable assets in the cycle trade to the dealer who knows how to make the most of a bicycle bristling with exclusive features of well proved merit.

---

NATIONAL CYCLE MFG. COMPANY, Bay City, Mich.

Real Tire satisfaction can only be obtained from a tire that has proved itself safe and reliable.

# FISK TIRES

represent the highest achievement of the tire-maker's art. They give perfect satisfaction where others fail—because every one is carefully made for service, as well as comfort.

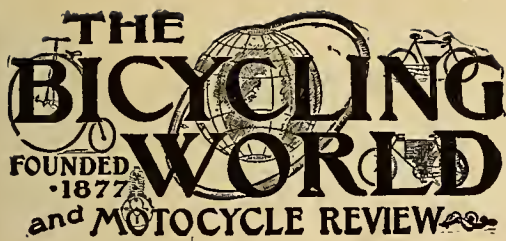
Every User of a Fisk Tire is an Enthusiast.

They are a superb product for those riders who appreciate a far from ordinary tire

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THE FISK RUBBER CO., Chicopee Falls, Mass.





Published Every Saturday by  
**THE BICYCLING WORLD COMPANY**  
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 Invariably in Advance.

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General Agents: The American News Co., New York City, and its branches.

Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should  
 Address us at P. O. Box 649.

NEW YORK, DECEMBER 16, 1905.

### Pictures and How to Get Them.

For several years past there has been a surprising dearth of photographs of cycling subjects, not only in the so-called "straight advertising" of the manufacturers, but in catalogues, circulars and printed matter generally. For the most part the maker shows merely simply delineations of his current and new models, presenting them in the same way that any sort of plain, unvarnished and useful machine would be presented, nor attempting to set them forth in a way which should suggest the objects which they might serve in use, or the various enjoyments to which they might lead up merely as a vehicle.

The particular intrinsic value to the advertiser of this sort of illustration cannot be too highly appreciated, for the picture at once attracts the reader's attention, whether it be on reading or advertising page, and later fixes it as a natural consequence, and almost inadvertently, as it were, upon the machine itself. Moreover, by presenting a view of the machine in connection with a suggestion of its legitimate and profitable use, the reader's thoughts naturally turn to it as a means of attaining a desirable end.

This is in accordance with one of the first

principles of successful advertising—that is to say, first catch the eye of the observer, and then, having attracted his attention through curiosity or because of a gratification of the senses, focus it upon the object to be exploited in so subtle a manner that the thought transfer from the introduction to the main object shall be so natural a sequence and so unconsciously done that the idea of the utility of the object and his own need of it as one of his possessions shall come to him almost of itself and without coercion.

A British manufacturer has recently adopted most successfully a scheme for the gathering in of a series of such subjects as shall be useful to him, by the not uncommon method of the prize photographic contest, and the results he has attained in this way have been so good as to warrant a serious consideration of the idea by others, particularly in this country. The contests in question called for a series of amateur photographs of users of his own machine, taken according to certain rather broad classifications, and the rewards offered for the winners were of sufficient magnitude to make the trying worth the while. Consequently not simply were a goodly lot of very pretty and useful pictures obtained which will serve as "copy" for a good while to come, but the maker received the benefit of a host of fresh ideas in the way of composition as a result of the attempt of the competitors to secure the most taking results, so that even though some of the material received might not be used directly it might serve in the way of suggesting ideas to his advertisers and so serve to good purpose.

In this way he secured excellent photographs of a "gentleman in cycling costume," a "lady rider not mounted," a "lady rider mounted," a "boy a wheel," a "girl a wheel," the "best tandem pair," and groups a wheel in various picturesque surroundings, and even entire clubs mounted on machines of the same make. The scheme is by no means a bad one, and the outlay incident to its carrying through should be so slight as to be hardly comparable with the benefits to be derived both directly and as a means of getting acquainted with those of the maker's patrons who are interested and enthusiastic in the cause.

### On Taking Things for Granted.

There are some human beings who are so constituted that nothing but a zigzag course from side to side, back and forth on a one-wagon country road, seems to supply their

yearning for the unattainable. Then, of course, there are the "middle of the road populists." They have no use for either side and keep strictly away from the border. They are never quite satisfied unless monopolizing the middle strip of the beaten track. There are others, too, that belong in an appropriate niche somewhere in the same classification, but it is unnecessary to enumerate them or dwell further on detailed descriptions of their peculiarities. It is sufficient to point out the ways of the particular specimens already referred to—every cyclist will recognize the types and recall others.

It is accordingly as well for every motorcyclist to bear his pushing experiences in mind when skimming over some smooth but narrow road, and multiply them by three at the sight of the first human obstruction. If it happens to be a female lost in deep meditation as she quietly wends her way amid the holy solitude of wood and field, shut off the power first thing so that the machine will silently bear down upon her without any disturbance to her train of thought. When about abeam, open the muffler cut-out and switch on the spark. You will frighten her just as much as if you had kept on full speed until a few feet away and then tooted the horn, and there will not be the same danger of accidentally running over her. This was considered as partaking of the nature of an excellent practical joke by a motorcyclist who met swift retribution in the shape of a collision with a buggy while looking back to enjoy the discomfiture of his victim as he speeded off.

Do not take it for granted that everything that walks on the road, whether facing you or the other way, is sound, sane and in all other respects equipped with every faculty of the normal human. It is a presumption of general currency that is more or less warranted by the facts, but one the indulgence of which leads to occasional accidents and innumerable "close shaves" so that it is just as well to take into account that some people are deaf, others are blind or nearly so, and yet others have a habit of losing themselves in their thoughts when in the middle of the road to an extent that is equivalent to the lack of both faculties. Sounding the horn is usually adequate precaution, but the fact that it was blown is poor compensation for the deaf man who has been run into, and will not heal any wounds or pay for repairs. A great deal of blowing has been known to be without effect on the inmates of a deaf and dumb asylum who had strolled into the road.





# Finest Line of Bicycles Ever Offered.

COLUMBIA .....	Price	\$40.00—\$50—\$60—\$75—\$85—\$100.
HARTFORD .....	"	\$25.00
CLEVELAND .....	"	\$40.00—\$75.00
WESTFIELD .....	"	\$25.00
TRIBUNE .....	"	\$40.00—\$100.00
STORMER .....	"	\$25.00
RAMBLER .....	"	\$40.00—\$50.00—\$60.00
IDEAL .....	"	\$25.00
CRESCENT .....	"	\$25.00
MONARCH .....	"	\$25.00—\$40.00—\$50.00
IMPERIAL .....	"	\$25.00—\$40.00—\$50.00

## JUVENILES.

FAY .....	}	26-inch wheels,	\$25.00
CRESCENT .....		24 " "	\$22.50
IDEAL .....		20 " "	\$20.00

If all these lines are not represented in your town, apply for agency.

See full information in our catalogue, which will  
be mailed on request.

**POPE MANUFACTURING COMPANY**

HARTFORD, CONN.



## MILE CRAWLS DECIDE SIX-DAY

**Root Proves the Most Skillful Snail and  
Swiftest Sprinter and Wins the Big  
Purse—House Packed to the Doors  
—The Final Scenes.**

## FINAL SCORE—142 HOURS.

	Miles.	Laps.
1. Root-Fogler .....	2,260	6
2. Bedell-Bedell .....	2,260	6
3. Moran-MacLean .....	2,260	5
4. Stol-Vanderstuyft .....	2,260	5
5. Hollister-Hopper .....	2,260	4
6. Downing-Bowler .....	2,260	4
7. Downey-Logan .....	2,260	3
8. Galvin-McDonald .....	2,260	1

The record is 2,733 miles 4 laps, made by Miller and Waller in 1899.



E. F. ROOT.  
(or is he Edward Lennie?)

After a six-day race there is always the usual crop of "I-told-you-so's." This is one of the crop.

As the *Bicycling World* prophesied would be the case, the Root-Fogler team won the thirteenth annual six day race, which was concluded in Madison Square Garden, New York City, last Saturday night, 9th inst. Edward F. Root won a signal victory over John Bedell in the final sprint to decide the tie between their teams. James Moran defeated Stol for third place, and Cyrus L. Hollister downed Hardy Downing for fifth position.

When the eight surviving teams were called from the track at a few minutes past 10 o'clock, two teams, Root-Fogler and John Bedell-Menues Bedell, were tied for first place, with a total of 2,260 miles 6 laps. The Moran-MacLean and Stol-Vanderstuyft teams were one lap behind, and Hollister-Hopper and Downing-Bowler were one lap less. Downey and Logan, the most cut-up team in the race (Logan was Downey's third partner),

were undeniably seventh in the score with 2,260 miles 3 laps, and the Galvin McDonald combination were last, two more laps behind.

According to the rules, when two or more teams are tied at the finish the tie must be decided by a mile sprint between the representatives of those teams. John Bedell was selected to uphold the colors of the Century Road Club of America, and Root rode for his team in a National Athletic Club sweater. John Bedell was the first to appear, and took his place down near the pole. Root, looking fresh and clean and clad in a brand new silk racing suit, soon mounted his wheel. Each rider gritted his teeth, took a firm grip on the handle bars and intently listened for the report of the gun which would send him on to victory or defeat.

Madison Square Garden held more than 16,000 people when these two riders prepared for the final sprint. Every seat and every inch of standing room in the vast amphitheatre was occupied. At 8 p. m. box seats were not to be had at any price, and the speculators were reaping a fruitful harvest from ordinary arena seats at \$5 a "throw." Of that vast assemblage there were naturally two factions, one for Root and the other for Bedell. The Root "rooters" seemed to predominate, although there was plenty of Bedell money offered in the ring at even bets.

Neither rider showed much trace of the severe mental and physical strain he had undergone for six days. Each had been saved as much as possible during the last day, and each looked fit to do or die.

"Get ready!" said John J. McGraw, or "Muggsy," as he is better known, and an oppressive silence filled the tobacco smoke laden air. Two pairs of hands gripped the handle bars even tighter and waited for the signal.

"Bang!" Neither Root nor Bedell appeared to move off the mark. Then the vast assemblage realized that this was to be a fight where jockeying and generalship with a lightning-like jump and sprint at the finish would bring glory and fame to the victor. With bated breaths—some of them were baited, too—the spectators awaited the outcome.

Bedell was the first one to get away, though he tried hard not to be. Root kept four or five lengths behind, and his eyes seemed to bulge from his head as he watched for the first unusual move his adversary would give. They rode slowly for six laps, so slowly, in fact, that it looked they must topple from their wheels. Bedell rode high on the bank and tried to balance himself and wheel on the 45 degree incline. If he expected Root to shoot through on the pole he was sadly mistaken, for the blond boy followed up the bank. In another instant they were off the track, riding on the flat floor and going so slowly that John Bedell actually touched the rail with his body to steady himself.

Three and one-half laps from home John Bedell suddenly acquired that well known hump and was off.

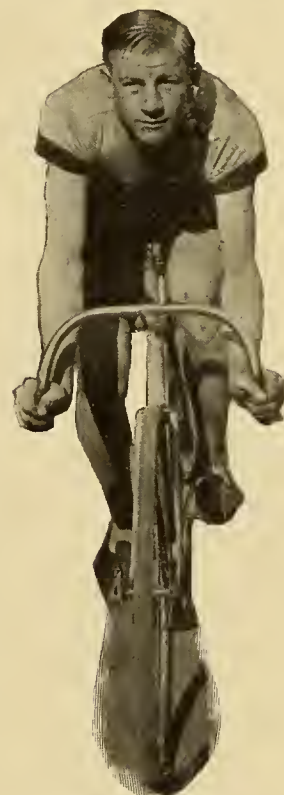
The spell of placid quietude was broken at last, and from 16,000 throats burst a roar which, after the first shout, assimilated itself into distinguishable sounds.

"Root! Root! Root!"

"Bedell! Bedell! Bedell!"

As if in answer to the summons Root was upon Bedell like a hawk after its prey; once, twice across the tape went Bedell, holding his own and riding for dear life and the fifteen hundred dollar prize. On the backstretch of the last lap Root ducked his blond head a little lower and with a mighty jump passed his foe and sped around the last turn and down the short straight stretch to the tape and victory. He had beaten his rival by four lengths.

Never before was there such a thrilling finish to a six-day race, and never before was there such enthusiasm. The crowd went perfectly crazy. Usually sane men and women acted like lunatics. Men threw their hats



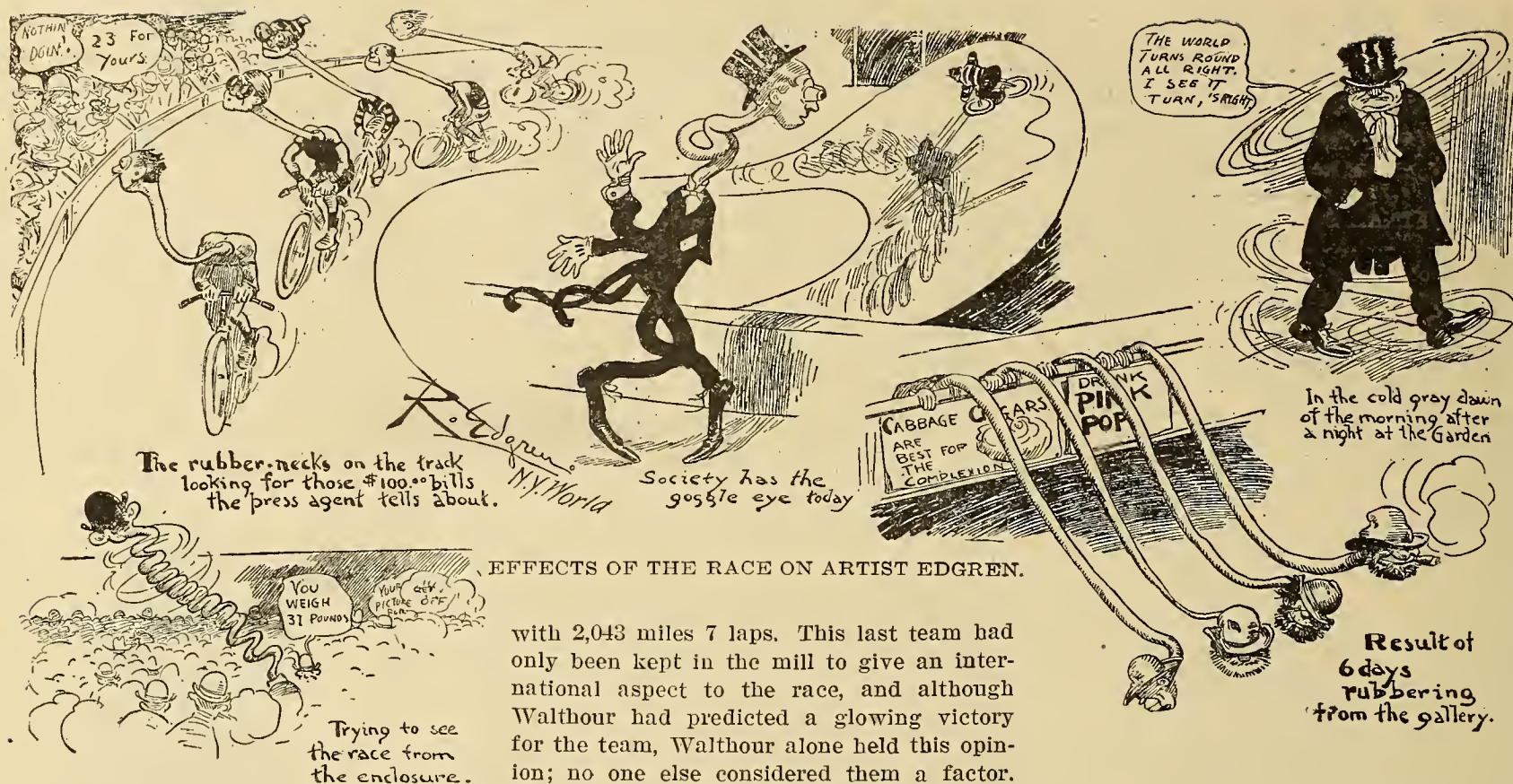
JOSEPH FOGLER.

in the air and pummelled each other. The women jumped upon the seats and shrieked. It is a psychological wonder that the nerves of such a vast assemblage can be brought to such a high tension.

Root stopped opposite his trackside camp, and as soon as he could break away from the crowd that surrounded him walked over to Bedell and held out his hand. Chagrin, disappointment and a thousand other conflicting emotions were pictured on Bedell's face, and he at first refused to grasp his conqueror's outstretched hand. Later he relented and the two shook.

The contest for third money was even more exciting and stirred the audience to a high pitch. It was international in its bearing, and James F. Moran did the honors for the Boston team and Johann Stol represented Holland. Moran took the lead first, and Stol followed, biding his time for the jump. His time never came, for Moran shook him off with a doggedness that was entirely unexpected every time he essayed to pass. For two laps these two fought it out neck and neck. At the tape Moran was scarcely six





EFFECTS OF THE RACE ON ARTIST EDGREN.

inches ahead, and as they circled around once more, slowing up, the handsome little Hollander held out his hand. They rode around once or twice hand in hand, and Stol's name was shouted with feeling. Some said Moran had "elbowed" Stol when the latter attempted to pass. If this is so, then the little rider from the land of dikes and wooden shoes endeared himself even more to the hearts of the American six-day race-going public.

It may have been Hardy Downing's own fault that he was beaten by C. L. Hollister in the tie-off to decide fifth place. Anyway, no defeat was more deserved. Hollister kept in the lead throughout, and time and again Downing tried to cut through on the pole. The last time he tried the trick he came to grief, for his pedal struck the floor and he fell. Hollister crossed the tape alone.

After the race there was the usual parade of riders, and it would be hard to tell who received the greatest applause.

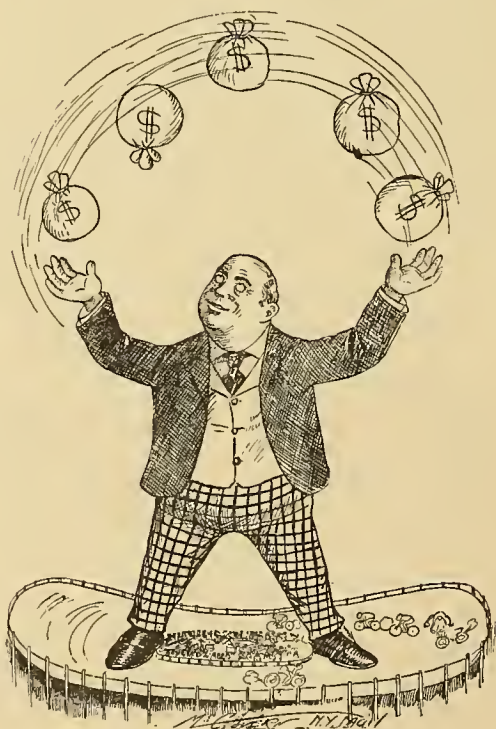
Exclusive of bonuses, the money the teams received was apportioned as follows: Root and Fogler, \$1,500; Bedell brothers, \$1,000; Moran and MacLean, \$700; Stol and Vanderstuyft, \$500; Hollister and Hopper, \$300; Downing and Bowler, \$250, and Downey and Logan, \$200.

From 9 o'clock Saturday morning there was practically no change in the standing of the teams. Then the Root-Fogler and Bedell-Bedell teams were tied for first honors with 2,053 miles 5 laps. Vanderstuyft-Stol and Moran-MacLean were next, with 2,053 miles 4 laps, and the Hopper-Hollister and Downing-Bowler combinations were one lap less. Logan and Downey had 2,053 miles 2 laps and Galvin-McDonald 2,053 miles 0 laps. Doerflinger and Dussot, the Swiss-French pair, were hopelessly in the rear

with 2,043 miles 7 laps. This last team had only been kept in the mill to give an international aspect to the race, and although Walthour had predicted a glowing victory for the team, Walthour alone held this opinion; no one else considered them a factor. The team from "over the pond" was called off the track Saturday afternoon at 5:15 o'clock.

The one-mile amateur handicap Saturday afternoon was won by J. B. Coffey, of Boston, from the 50-yard mark, in 2 minutes 12.5 seconds. Charles A. Sherwood, of the N. Y. A. C., 20 yards, finished second, and Alfred Ashurst, of the same club, 70 yards, was third. Ernst, Rupprecht, Billington, McKinnon and Holbrook also rode. Kramer rode quarter exhibitions, scoring 25 3-5 seconds in the afternoon and one-fifth second better at night. Walthour rode a mile paced exhibition both afternoon and evening. The first was made in 1:30 2-5 and the second in 1:28.

All the riders were in better physical con-



PADDY POWERS, THE REAL WINNER.

dition after the race this year than after any previous one, and, with the exception of Doerflinger, the Swiss, and Downey, the former amateur, nearly all had gained in weight. That the sixteen teams that started the race were well matched is proved by the fact that there were still nine teams left in the race Saturday morning. The Gougoltz-Vanoni pair were the first to abandon the contest, the former retiring at 181 miles 6 laps with a broken rib. Agraz, who was teamed with Castro, was obliged to give up on account of sore knees at 182 miles 3 laps, and Vanoni and Castro formed a new team, riding until Tuesday night at 11:15 o'clock, having ridden 439 miles 3 laps.

The negro team, Dove and Scott, succumbed the first day, and Krebs and Peterson, through sickness of the latter, gave up Monday afternoon. Trousselier received a fractured rib and he and Decaup quit Wednesday morning. Tommy Hall broke his collar bone Wednesday morning, when the score was 893 miles 1 lap. Achorn and Wilcox quit soon after, and Downey, Hall's plucky team mate, paired up with Achorn. On Friday morning at 8:21 Keegan went to pieces and Logan, his partner, "hooked up" with Downey, Achorn retiring.

The real hero of the race was the twenty-one-year-old Boston ex-amateur, Matthew Downey. He out-last two different mates, and despite the use that was made of the youth, he was the freshest man at the finish. Throughout the long grind Downey set most of the pace and more than once saved the lagging teams from being lapped by the leaders. He also earned the distinction of being the only rider in the race to gain a lap absolutely unaided.

McDonald, another Boston ex-amateur, was also a surprise. He had not trained for the six-day race, and came down expect-





GENERAL VIEW OF THE GARDEN BEFORE THE COMING OF THE EVENING CRUSH.

ing to ride only amateur events during the week. When Munroe failed to show up McDonald was paired up with J. Frank Galvin, and the two survived the grind. Two other amateurs started, but did not finish. They

doubled. The receipts for the week amounted to nearly \$78,000. Quite a tidy sum.

Edward F. Root, the winner of this and also last year's race, was born at Providence, R. I., twenty-five years ago. He is 5 feet 8 inches tall, and weighs 146 pounds. Root was married after winning last year's contest. Joseph Fogler, his partner, is a husky native of Brooklyn, twenty-one years old, 5 feet 10½ inches in height, and weighs 165 pounds. He is not married, but there are rumors that he has tired of single blessedness. Fogler won his novice in the fall of 1902, and turned "pro" in April, 1904, and rode his first six-day race last year as Floyd Krebs's partner. Both Root and Fogler rode Reading Standard bicycles, fitted with Brooks saddles and Palmer tires. Both machines were geared to 96.

John Bedell was born at Baldwin, L. I., twenty-four years ago, is 5 feet 8 inches tall and weighs 163 pounds. His brother, Menus, is two years younger and one inch taller. He weighs 182 pounds. Menus was married last fall, while John is a widower. Although the Bedells have lived in Newark for three years, their old townsmen at Lynbrook, L. I., still remember them kindly, as was demonstrated by the receipt of a monster floral horseshoe, symbolic of good luck. It was presented to them during the week. They also rode Reading Standard bicycles.

The youngest rider in the race was S. H. Wilcox, of Salt Lake City, Utah. He was but seventeen years old. Unfortunate Jean Gougoltz was the oldest. He gave his age as only thirty-one. "Patsy" Keegan, of Lowell, Mass., smilingly acknowledged to thirty years. Decaup, of France; Stol, of Holland, and McDonald, of Boston, are each but twenty years old.

Of the thirty-two riders who started in the race twenty-four were mounted on Reading Standard bicycles. Keegan rode his usual straight-forked Thistle pace following machine. Hollister rode a Hudson, Downey and Bowler Yales, Dove and Scott Pierces, Peterson a "Six Points" and Hopper the same old Massey-Harris on which he won the first Sydney "Thousand" in Australia. Palmer and French tires were used exclusively. Seventeen machines were equipped

with Persons saddles, fourteen with Brooks and one with a Hunt. John Bedell, Jean Gougoltz, W. T. Hall and Patrick Logan pushed 104 geared machines, Louis Trousselier, Carlo Vanoni, Patrick Keegan and Norman C. Hopper 100 and the others 96.



JOHN BEDELL.

were S. H. Wilcox, of Salt Lake City, seventeen years old, and Fred C. Castro, of San José, Cal., twenty-one years of age.

Although Root won the race, the real winner was Patrick T. Powers, the promoter, who, were it not for the immense amount of money he annually reaps from the cycling game, would care as much for the sport as a fat swill-fed hog would relish a box of candied roseleaves. Another person who reaps a small sized harvest is the man who controls all the privileges, Harry M. Stevens. He sees to it that the dear public's pocket is empty when the Garden is cleared Saturday night. Financially the affair was a success. From Thursday night on the admission was



MENUS BEDELL.

John Bedell and Hopper were the only two riders to tempt fate with 7-inch cranks. The remainder used 6½-inch.

During the week several interesting bits of information were gleaned. The Salt Lake aggregation brought the news that Harry Heagren, the popular manager of the Western saucer, had been ousted, and that the track would change hands. Heagren will probably build a new track, in which case, the riders aver, they "follow Heagren."

Alexander Mac Lean said that Boston would probably have a six-day race before the winter is over. It will be one of the kind where the riders go eight hours a day for six days. Walthour also has the same scheme on the tapis for his home town, Atlanta, Ga.



## SCANDAL FOLLOWS SIX-DAY

**Charges of "Deals" and "Double Crosses"  
Mark Division of Prize Money—  
Root's Identity Challenged.**

Although Root is supposed to have covered himself with honors for winning the six-day race, it seems that he is so deeply "planted" that he is not likely to again throw out sprouts.

Indications of that nature developed at the office of P. T. Powers, No. 220 Broadway, New York City, on Monday morning, this week, when the six-day riders were paid off. Root and Fogler, accompanied by Mrs. Root, received their money at 12:30 o'clock. Mrs. Root took charge of her husband's portion, and, followed by Root and his partner, started to leave the office. Moran, Downey and several other riders and trainers were in the hall. A storm broke on the spot.

According to the story the *Bicycling World* man was able to get from the riders implicated, there were two combinations in the six-day race. The first was formed when the Bedell brothers gained a lap early in the race. Moran and MacLean and Matt Downey agreed, it is understood, to help the the Bedells hold the advantage, and, according to a story Moran told at the Bartholdi Hotel, his team and the Bedell team were to pool their winnings and divide, share and share alike. Patsy Keegan, too, it is said, received money from the Bedells. After Root and Fogler gained a lap Friday, solely through their own efforts, another agreement was drawn up and signed in the Putnam House, opposite Madison Square Garden.

The agreement called for an even split of all prize and lap money for the teams implicated. By it the riders were to keep all the other teams from gaining a lap, but they were to advance their own position if possible. The names were signed to the paper, according to one of the riders, in the following order: John Bedell, Joe Fogler, Menus Bedell, E. F. Root, James F. Moran and Hugh MacLean.

Altogether the teams earned \$3,340 during the week, Root and Fogler receiving first prize, \$1,500, and \$50 in lap money; the Bedell brothers second prize, \$1,000, and \$20 in lap money, and Moran and MacLean third prize, \$700, and \$70 in lap money. Thus by the agreement each team would receive \$1,113.33, and by it Root and Fogler, the winners of the race, owed the Bedells \$93.33 and Moran and MacLean \$343.33.

Therefore Moran was at Powers's office when Root received his money, and asked Root to be "square." Root, though, had just begun to see a great light, and that was that Moran had been playing a "both ends against the middle" game, so he brought his wife and Bob Hunter, who is quite handy with his fists, when he went to collect his winnings.

When Root, his wife and Fogler started to

leave Powers's office, Moran's trainer asked that worthy to settle. Root was scared white and kept close behind his wife, who is somewhat broader than he. That Mrs. Root is also braver than her husband was proved by subsequent developments. In raucous tones Mrs. E. F. R. threatened to shoot the first man that laid hold of her "Eddie." Mrs. Root had no gun, but the bluff worked, and the party proceeded down the stairs. Moran was wild with rage and indulged in some very unbrotherly remarks. One was to the effect that Root is not Root at all, but Eddie Lenny, and that he had ridden as an amateur under that name, but changed it later because his other name had become somewhat



JAMES F. MORAN,  
Who charges that Root's name is not Root  
but Lennie.

legally tarnished. After saying which Moran departed for Boston.

Later, at the Bartholdi, the Bedells gave out a signed statement, which, of course, is not believed by those who know. It follows:

"We, the undersigned, do hereby declare upon our word that we made no agreement with any team or teams regarding any division or pooling of whatever prize our team might win in the final sprint for positions at the finish of the six-day cycle team race in Madison Square Garden on Saturday, December 9, 1905, the only agreement made being solely and exclusively about special lap prizes."

Just what the National Cycling Association will do remains to be seen.

According to Hunter, one of Root's handlers, not one of the trainers would have been paid a cent of the \$1,500 prize money if he had not appealed so strongly to them in the interest of fair play. Hunter met Root early Monday morning in New York to go to Manager Powers's office and receive the prize

money. Hunter is a husky chap, with a reputation for his ability in the hit, stop and get-away game.

"I'll pay you," Root is quoted by Hunter as saying, "but I want you to stand by and fight if you see me getting the worst of it, for I'm not going to give Moran, MacLean and the Bedells one cent. Stick and I'll take care of you."

Hunter stuck. He went to the promoter's office with the party, stayed through the parleying in the corridor, during which Root's wife repudiated the signed agreement by which the three teams should split the gross earnings evenly, and, when the party slipped away, after Mrs. Root threatened to shoot any one who followed, Hunter still trailed the bunch. They went to an uptown hotel for luncheon. There the big roll of bills was brought out and Hunter was paid in full, besides receiving a present of two ten-dollar bills for "sticking."

"Now," exclaimed Root, according to Hunter, "that's every bit I'm going to pay out. No one else gets a cent."

"You're not going to throw Neville down, I hope," said Hunter; "you'd never have any luck as long as you lived if you treat him and the rest of the boys that way."

"Yes, I've got a piece of money now, and I'm going to keep it," Root is credited with saying.

Hunter says Root finally gave Neville \$60 of the \$75 due him and "Willie" Keefe \$30 of the \$45 promised.

None of the trainers blame Fogler, as they declare Root had the money to pay out.

In view of all this Root seems to have lost what little popularity he enjoyed. The trainers and others interested in the blond boy's "welfare" declare he will be a "dead one" if he ever sets foot in Newark again or attempts to again show himself in a six days' race. For the understanding of the unknowing, it should be explained that the term "dead one" is meant to imply that Root will be dealt with in the ordinary way; also that riding on steeply banked tracks will not be conducive to his general health.

### Foreigners Sail; Kramer Will Follow.

There was quite a delegation of snail-eaters and others to bid bon voyage to the foreigners when they sailed on the *La Savoi* Thursday morning. Trousselier and Gougoltz nursed broken ribs and "Tommy" Hall walked carefully with a fractured collar bone. He seemed sorry to go, and said he would be back in February to ride a series of paced races against Walthour in Atlanta, Ga. Stol, who has mastered a little English, said he was sorry to go. Trousselier, Decaup and Vanoni vouchsafed the remark that New York was the greatest city they had ever seen, and said they would surely return, if not as six-day riders, as gentlemen of leisure. Doerflinger, Gougoltz and Dussot seemed glad to leave. Before leaving Robert Coquelle, the Parisian manager, who accompanied the riders, signed a good contract with Champion Frank Kramer. The latter will revisit Paris in April.



## IN THE BUFFALO ARMORY

### Cycle Races Again Prove the Exciting Feature of the Soldiers' Games.

As usual, a large and enthusiastic crowd gathered at the Sixty-fifth Regiment Armory, Buffalo, N. Y., last Friday night, 8th inst., to witness the third set of season games, and, as usual, 75 per cent, of the assemblage came primarily to see the bicycle races, the feature sport of all Buffalo regimental meets.

The feature event was the five-mile open, in which all of Buffalo's cracks were entered. It was run in two-mile heats, two qualifying in each heat. The first went to Fred Schudt, with Holmes a close second and Tanner and Mercer, in this order, crossed the tape in the second. Hoover and Bauman qualified in the third heat, and McCracken and Menge made themselves eligible for the final run-off in the fourth heat. Eight good sprinters breast the mark for the final heat, with Schudt and Hoover slight favorites in the betting. The former led at the first mile, when McCracken took the lead. Holmes and Mercer were nip and tuck at three miles. The teamwork of Schudt and McCracken was very apparent from the crack of the gun, but at the four-mile round Hoover had succeeded solely through his own efforts in breaking up the combination and attaining second place. Just as he was about to wrest the lead from Schudt his wheel slipped on the treacherous flat floor and down he went. Bauman had fallen early in the race, and Holmes went down in the third mile. McCracken had been fighting Hoover all the way and was plainly all in. He fell five laps after his formidable opponent hit the floor. Schudt finally won out by two lengths, but eye-witnesses say a different result would have been posted had not Schudt run Tanner wide near the finish. The time was 14:03 2-5.

The back markers had trouble enough in the two-mile handicap, and although they alternated pace could not overtake the long markers. The final heat was won by J. Steglemeier, from 150 yards. E. Koch, 100 yards, finished second, and T. J. Hanks, from 110 yards, was third. Time, 5:15 1-5.

Vern Barrett finished first in the one-mile novice, with H. W. Willyoung a close second. G. Swarzott trailed across third. The time was 2:43 4-5. Summaries:

One-mile novice—W. Willyoung, G. Schwar-zott, Vern Barrett, Gus Hart and E. Tebber qualified. Final heat—Vern Barrett, first; H. W. Willyoung, second; G. Schwar-zott, third. Time, 2:43 4-5.

Two-mile handicap—Gus Gurn (115 yards), Otto Menge (140 yards), E. Koch (100 yards), C. J. Smith (110 yards), G. Schwar-zott (160 yards), R. J. Hoover (60 yards), W. E. Bauman (40 yards), J. Steglemeier (150 yards), T. J. Hanks (110 yards), J. M. Tanner (50 yards), Fred Schudt (scratch) and A. W. Holmes (80 yards), qualified. Final heat—J. J. Steglemeier, first; E. Koch, second; T. J. Hanks, third. Time, 5:15 1-5.

Five-mile open—Fred Schudt, A. W. Holmes, J. M. Tanner, Al. Mercer, R. J. Hoover, W. E. Bauman, Charles McCracken and F. A. Menges qualified. Final heat—Fred Schudt, first; J. M. Tanner, second; Al. Mercer, third. Time, 14:03 4-5.

### For the Midnight Scorch

There should be an increased number of "night hawks" to struggle for the prizes in the Associated Cycling Clubs' eighteenth New Year's eve run from New York to Yonkers and Tarrytown. As usual the start will be from Central Park Circle, New York City, at the stroke of midnight, for cyclists, and thirty-one minutes later the motorcycle brigade will leave. The first cyclist member of the A. C. C. reaching Yonkers gets a leg on the Simms cup, and the first motorcyclist the Oatman cup. The Gerbereaux trophy awaits the first cyclist and the Owen trophy is offered the first motorcyclist to reach Tarrytown.

The usual custom of handing the winner of each division, regardless of club affiliation, at each place a bottle of White Seal champagne will be carried out as heretofore. Among the open prizes are a Columbia bicycle, Hartford, Dunlop and Palmer tires, Morrow and Thor coaster brakes, Solar, Twentieth Century, Searchlight and Never-out lamps, Persons saddles, Whitney chains and others. Last year W. A. Beaver finished first in the bicycle class and A. Krueder won in the motorcycle division.

### Contenet Averages 57 per Hour.

Henri Contenet figured as a record breaker at the winter track in Paris two weeks ago and succeeded in bettering the time recently made by Walthour for twenty-five kilometres, paced by a motor fitted with a wind shield. He succeeded in riding the distance (about fifteen and a half miles) in 17 minutes 30 3-5 seconds, averaging nearly fifty-seven miles an hour.

### French Adopt American Plan.

The French Cyclists' Union has at last decided to make their national championships worth while. In future every French rider, amateur or professional, belonging to the first category as classified by the union, will be compelled, as is the case in America, to compete in circuit championships or risk suspension.

### Signpost Full of Significance.

This is the warning signpost on a steep hill near Sheffield, England:

To Cyclists.

This Hill Is Dangerous.  
A Stretcher May Be Obtained  
At Hurst Cottage, Below,  
When Required.

### Fritz Finishes in Front.

A. G. L. Fritz won the one-mile bicycle race at the forty-eighth games at the Seventh Regiment Armory, New York City, Saturday night last, 9th inst. J. P. Leo finished second and F. F. Stainsy, third. Time, 3:03 2-5.

## COLLEGE MAY BUILD TRACK

### Stevens Institute has the Project in Hand—The Ends in View.

It is highly probable that a quarter or third of a mile bicycle track will be built in the new athletic grounds of the Stevens Institute at Castle Point, Hoboken, N. J. At least the matter is under consideration, according to Professor Pryor, under whose active direction the work of construction is being forwarded, and the proposition to add a cycle track to the other features of the grounds is meeting with the entire approval of the management.

The field, which according to the plans of the faculty is to be the best and most complete of its kind in the country, is located on a plot 600 feet long by 400 feet broad, which is situated on the easterly side of the driveway and starts within a short distance of the entrance to the Castle Point grounds. The ultimate equipment will include a baseball diamond, cinder path, tennis and lacrosse courts, besides the bicycle track. Commodious grandstand and bleacher accommodations will be built, with well furnished dressing rooms and baths included for the use of contestants.

For the last two months a gang of forty men has been at work on the grading, which was made necessary by the hilly nature of the ground, a cut of ten feet being necessary in some places in order to accomplish the leveling. At the time when the coming of frost made it impossible to continue further before spring about one hundred feet of the field remained to be graded. It is not likely that the field will be ready for use before next fall, when it will be put to service for the first time in connection with the football season.

The locating of a bicycle track in this vicinity will have a most salutary effect on the sport, which has died out largely during the last few years owing to the lack of a proper course. Not simply will the practice of bicycle racing be revived largely in the institute by this means, but the track will be largely requisitioned by the local riders, who have been without racing facilities for so long, and many good meets are anticipated in the new locality.

### To Lessen Motor Paced Dangers.

In view of the two recent accidents in which renowned pace followers lost their lives, there is a fresh movement afoot in German track-racing circles to do away with the wind shield and render compulsory a 26-inch front wheel as a minimum in motor paced events, with the twofold object of reducing the number of accidents and making personal form a more decisive factor than under the present system. Demke, Huber and Dickentmann, besides a number of well known pacemakers, are warmly advocating the change.



# There are Good Reasons

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## Bicycles

has so steadily maintained such handsome proportions.

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Such reasons are always of interest to dealers who "look alive."

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## MOTORCYCLES FOR MEDICOS

### One of Them Gives his Experience and Expenses and Proffers Good Advice.

Dr. S. D. Bashore, that rotund bundle of energy that practices medicine in Palmyra, Pa., who was one of the first to point out the advantages of motor bicycles for physicians' use, has performed a similar service through the columns of the Medical World. That journal printed the following as applying to automobiles:

Probably 40 of the 600 physicians of Indianapolis are automobilists. Some are cab style and cost \$1,200 to \$1,500. The cost, including deterioration, of a \$1,000 machine is from \$70 to \$80 a month—more than many physicians save in a year's practice. Some who take care of their own machines get along very well at a cost of \$25 a month. Most doctors do not use them in cold weather or in snow. For town use electric machines are preferred; for the country, gasoline. The life of either kind is less than three years, when they are exchanged or built over. The joy of them, the sense of power and rapidity of motion, is the main argument for their use by physicians. The never will substitute the entire place of the horse in general practice. Huxley stated that up to the time of his birth his ancestors had no better means of travel than the heroes of Homer—the hooft steed and the winged ship. But now all is changed. And within a few years we have added the trolley, interurban, and the automobile. At least we may visit the country and enjoy its beauties.—Indiana Medical Journal.

Dr. Bashore was prompt to take advantage of the opportunity by reciting his experience with a motor bicycle. In this recitation he said:

As the means of transportation is the most perplexing problem the country doctor has to deal with, I will give you some of my experience with mechanical locomotion:

Between March and December, 1904, I rode 8,868 miles and spent for maintenance (all expense, full repairs, etc.), \$53.34; that also means that I daily rode some of the vilest roads in existence and took several long trips. This is a little over half a cent a mile. How much a mile for a horse? We all know by experience. During 1905 I have ridden to September 1, about 2,800 miles, spent 8 cents for repairs and \$8.75 for fuel. Here let me add:

1. A motorcycle like mine is as reliable as a watch or a sewing machine, but any kind of a junk pile won't do, as my first one was a regular Jonah, made by a company to sell only, and who are now manufacturing autos on the same plan; be wary of them.

2. Vibration or "bone shaking"—that is a fish story; the front fork is a spring, and the saddle is so commodious and well proportioned that you ride fully as comfortably as in a palace car, and it is much more exhilarating.

By experience I must say that it certainly is the machine for the busy country doctor; speedy, reliable, never needs to rest; I use it day, and with a suitable lantern at night;

and I have no cause to wish for anything better; and by use of leggings and duster, I keep myself in condition to be presentable at any court. Of course, it is not a push-the-button affair and get what you want; but a man of the average intelligence can get along surely, swiftly and economically.

The best motor bicycle in the world can be bought for \$210 from an agent, and where there is no agent, it can be ordered from the factory for some less. The best auto I think costs, in America, about \$15,000. And also the tire question they cannot get over. As a proved fact the tire expense, considering mileage and vile roads, for the motor bicycle is infinitesimal as compared with the auto.

The Medical World also gives space to Dr. Bashore's original article on the subject,



NEW YORK BRANCH 214-216 WEST 47TH ST.

which first appeared in the Motorcycle Magazine nearly two years ago and which is worthy of reproduction. It is as follows:

To me the motor bicycle was a simple business proposition. Its utility, rather than the pleasure it might afford, was what most concerned me. Being a physician with a considerable country practice, and having always depended on horse locomotion, I had found that means of transportation both slow and expensive, especially in the summer. It is my experience that nothing plays such havoc with a horse and sooner puts him out of commission than the heat and dust of the summer months.

On the contrary, I have found that a motor bicycle is at its best in hot weather, and moves over the ground too rapidly to be injured by the dust it creates.

Previous to becoming possessed of a motor bicycle, I used two horses, one a large animal and a good traveler; in fact, as good a roadster as is to be found in my locality; the other was a pony, and he was quite serviceable on level roads. Both animals

were kept so busy that during May and June their condition compelled me to patronize the livery stable. I used the hired horses for about 300 or 400 miles, the cost being \$1 for ten miles, which brought my expenses in that direction to \$30 or \$40.

I had ridden a bicycle, of course, but cannot truthfully say that I was a cycling enthusiast. The pedalling which is entailed was always more or less obnoxious to me. With the bicycle undesirable, and with my horses frequently exhausted or in bad condition, due to heat and overwork, I naturally turned to the self-propelled vehicles as a way out of my difficulty.

Despite the advice of some friends and the ridicule of others, whom I was not slow to remind of the treatment of Noah by his wicked neighbors when he was building his ark, I inquired into the merits of the different automobiles, and persisted in my investigations until convinced that that form of vehicle was not best suited to my purpose.

Its disadvantages may be summed up as follows:

First, high first cost, and subsequent expense of operating and maintenance; second, extra amount of care necessary to keep it in running order; third, its inadaptability to roads of this vicinity—Palmyra, Pa.

I had studied the various paths, byways and rough and narrow roads over which my practice called me, and in concluding that many of them were utterly inaccessible to the automobile, the motor bicycle presented itself as at least a fair substitute or possibility. I have since found no road or path that cannot be easily negotiated.

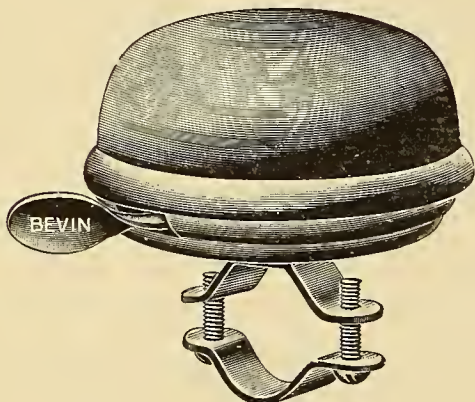
After ordering my motor bicycle, I confided to a few of my friends what I had done. They were not slow to express anxiety for the continuity of the atlas and axis of my spinal column. If I had any doubts concerning the practicability of the little machine, I consoled myself with the thought that if it did not work very well it could not be very much worse than horse locomotion. The weather at the time was exceedingly hot, and my horses had succumbed several times to its influence, eventually being put out of commission entirely.

Like so many other motorecyclists, I am forced to admit that I went wrong in selecting my first mount. I had decided to buy one of standard manufacture, but the makers of it were behind with their orders, and could not make delivery for several weeks, and frankly told me so. Making of necessity a virtue, I therefore ordered what appeared to me the "next best." The manufacturer of this one promised immediate shipment, and his letters being so plausible and courteous, I believed him. After waiting several weeks and no machine having arrived, my inquiry brought another courteous letter, promising delivery within a few days. The few days lengthened into many, and when, near the end of June, the machine finally arrived, I slyly and silently carried it on a wheelbarrow to my little shop, where I put it together. The next

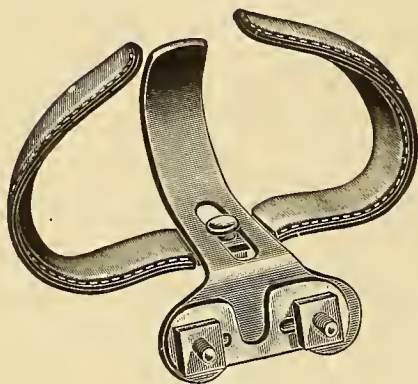


# THE "Good Old Standbys"

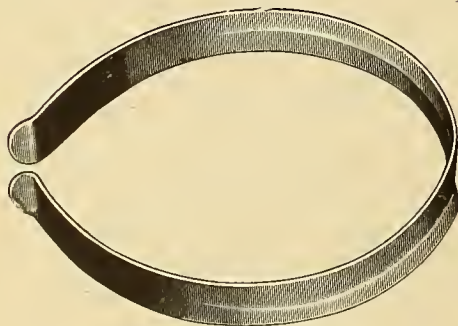
## BEVIN Bells



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Prices as Interesting as ever.

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EASTHAMPTON, CONN.

### Protecting the Spark Plug.

Some motor cyclists find it to be of advantage to slip a short length of rubber hose over the top of the spark plug on the motor to protect it from moisture. The hose should be of such size that it will need a slight amount of stretching before it will go into place, and it should be pushed down firmly against the cylinder head in order to be most effective. It should be cut off a quarter of an inch or so above the top of the plug, and a piece of rubber sheeting cut out in the form of a disc a little larger than its diameter and perforated so that it can be slipped over the high tension terminal. This is then brought down and folded over the top of the hose and fastened by means of a bit of wire or even a rubber band. By this means the plug and its connection are thoroughly protected from the splash of mud and water when running in wet weather, and at the same time they are guarded to a certain extent from the effects of shocks or blows to the machine.

### How to Bend Copper Tubing.

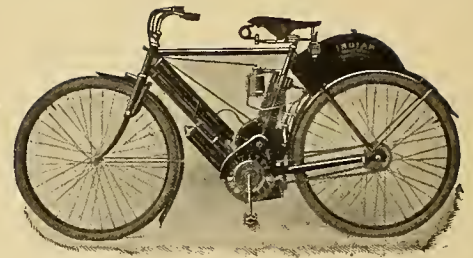
When it becomes necessary to bend a length of brass or copper tubing for any reason it should be tightly packed with dry sand and the ends stopped with wooden plugs to prevent it from kinking. It may then be bent either cold or hot, due care being exercised to see that the turns are not too sharply made, and that it is not overheated in the event of a hot bend being found necessary. In either case as soon as the bend has been made and before any other work is done upon it the metal should be annealed, since the bending process tends to harden it and render it brittle. Strangely enough, brass and its alloys are affected by heat treatment just oppositely to steel and similar metals, so that in order to anneal it it is necessary to heat it to redness and then plunge it into water at once.

### The Pudding and the Cook.

The proof of a pudding is in the tasting, and in so doing the merit of the cook is demonstrated. The pudding would look the same outside even if it was sodden within. We dwell upon these illustrations merely to lead up to the point that, in buying an article upon which much depends, let the known ability of the maker figure some. Consider what great facilities for manufacture mean. They mean the gathering together of experts—bright minds picked from the rest of mankind and trained to the various branches of service, all the way from digging the ore from the earth to refining it, judging, testing and bringing it down to its final usage. And we merely bring up the point to pin on it an American wire rope as the height of attainment in integrity and skill.—Ex.

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Motor World Publishing Co., 154 Nassau street, New York. \*\*\*

THE



# INDIAN

Closed the Season

as it commenced it, i. e., with

## VICTORY.

The final events of the year,

THE

Brooklyn M.C. 25 Miles Road Race

AND THE

New Haven (Conn.) Hill Climb

WERE BOTH

## WON ON INDIANS

In the road race seven of them started and they finished 1st, 2d, 3d, 4th, 5th and 6th, the slowest of these Indians making three minutes faster time than all of the twelve other contestants.

In the hill climbing contest ( $\frac{3}{4}$  of a mile) Indians finished 1st and 2d, one second apart, the latter being 56 seconds ahead of the third man, and *both Indians beating the fastest Automobile (40 horse power) by 45 and 46 seconds respectively.*

"An ounce of performance is worth a ton of promise."

Will promise or performance decide your purchase?

**HENDEE MFG. CO.,**

Springfield, Mass.



morning, bright and early, with two empty drug boxes doing duty as a stand, I tested the motor, and, eureka! it started at the first kick of the pedals.

I promptly took the machine out for a road trial, and it ran splendidly and I had no trouble in operating it, despite the reception accorded by a committee of Palmyra dogs, that welcomed me in seventeen different languages, much to the amusement of my neighbors. But as the motor worked perfectly—which was more than any of them had expected or predicted—the laugh was not all on the neighbors' side.

In July, 1903, after having had the motor bicycle two weeks, I put my large horse out to pasture, a saving of \$8.50 a month for board, and for more than two months thereafter I did not have recourse to the use of a livery team. I retained the little pony, a very inexpensive animal to keep, to share the work of my motorcycle, but for weeks at a time he was not used at all in my professional visits. It was only during a rainy week in September that I ran up a livery stable bill of several dollars.

During the summer I rode probably 2,500 miles with varied success. I say "varied success," because my machine was rather cheaply built, and there fell to my lot a share of the consequent trouble. None, however, was so serious but that I could remedy it and ride home. I was not one of those, however, who had expected a "press-the-button" motor bicycle, and, because of it, had not builded my hopes too high, and I was, therefore, satisfied, and not disappointed.

My first real discomfiture was experienced with the arrival of snow and damp weather. Then my belt began to slip and stretch, and it stretched and slipped so much that riding became more annoying than pleasurable. The carburetter also gave trouble, and my disgust grew until I thought of abandoning motor bicycles altogether.

About that time the Motorcycle Magazine came along, and with it stories of the prowess of the chain-driven machine that had been so much in my mind during the spring. They rearoused my hopes and interest, and the modest, businesslike answers to my letters to the manufacturer inclined me so favorably that, although it was late in the year, I ordered one of his 1904 models. It arrived promptly on the day promised. I unpacked it, filled the tank with gasoline, hopped on the saddle, and off it went—it has been going ever since.

From Thanksgiving Day to the end of February I rode 1,250 miles, many of them through snow and ice, and not infrequently mud, and in zero weather. This mileage represents not enthusiasm or leisure rides, but business visits—usually answers to "hurry calls." The urging, "Can't you come over on your Indian?" has become so common as no longer to excite my surprise.

It was not until the middle of January that I brought the big horse from the farm. It then seemed as if the heavy snows would force the motor bicycle out of commission; but when the snow packed I found it made an excellent road for motorcycling, and, as stated, I continued to use my little machine—the pony then being sent to the country—an item of economy. The horse and the motorcycle are now sufficient to meet my winter requirements, and the former, not having been overworked as in previous years, when he now works, works well. When, after the spring thaws, the roads improve, I purpose doing all my work on my motor bicycle.

Rough calculation shows me that in the matter of horses, wagons, harness, livery bills and contingent expenses, I have saved about enough to pay for the Indian that I own; if I had bought it in April, it would now be paying interest on the investment; the item of repairs has been so small as to be a mere trifle. My experience points un-

erringly to the conclusion that than a motor bicycle a physician cannot ask for a more convenient means of attending his practice. It enables him to do an immense amount of work far below the cost of horseflesh, and perhaps as far again below the price of automobile operation, upkeep and storage; in the city, where rains and thaws do not convert the roads into "hog-wallows" or morasses, it would seem that the motorcycle should prove especially useful.

Though primarily my choice of a motor bicycle was due to business reasons, and it has been used chiefly in the pursuit of my profession, let no man suppose that I have extracted no pleasure from it, for I count every ride one of pleasure, and I know as well that my health has been benefited. How great is the pleasure every motorcyclist will know. There is small use attempting to describe it for the benefit of others; they are too prone to believe such description to be mere enthusiasm.

The delight of motorcycling must be experienced to be fully appreciated.

#### Millionaires Who Use Motorcycles.

While most of the millionaire element "run to" motor cars, there are some of them who prefer the motor bicycle. Edwin Gould, the railway magnate, is one of these. He is very much enamored of it and interested in its going-ons. He even sent his personal secretary to get application blanks of the Federation of American Motorcyclists and the week after joining indorsed and sent in the application of his brother-in-law, H. J. Shrady. John Jacob Astor is another millionaire who uses a motor bicycle. He owns about twelve automobiles, but when he desires to "get there" in a hurry and without waiting he uses his two-wheeler.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York. ...



## Every Dog Has His Day!

THIS IS THE TIME TO

## BUY YOUR BICYCLES AND SUPPLIES.

*All Standard Goods and Supplies for Bicycle and Automobile Builders and Dealers.*

SEND FOR CATALOGUES.

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**British Idea of American Landscape.**

Devious are the ways that lead to the obtaining of newspaper illustrations to run with a particular story, and it is nothing unusual to see the necessary pictorial effect accomplished by "faking"—that is, making something out of the whole cloth or substituting something that has about as close a connection with the subject matter as the "hypothesis of pangenesis" has with every day life. These pictures come from what is known as the "morgue"—an institution maintained by the majority of the large dailies. A good instance of such faking has recently reappeared in an English publication.

When Wyman made his transcontinental tour on a motorcycle one of the American papers wished to picture him in the midst of the terrors of crossing the Rocky Mountains. Unfortunately Wyman had not foreseen this need, so there were no photographs to be had. This did not dismay the publishers, who sent a photographer and the motorcyclist out to find an appropriate setting. This was located well within the limits of New York City—not more than ten miles from the City Hall in fact. The pictures were made with no greater expenditure of time and effort than that required to reach the place, and none but the actors ever knew the difference. Now, after a lapse of almost two years, an English paper "lifts" the same illustration and gives it the caption, "An American Motorcyclist Descending Mount Washington, Strewn with Boulders."

**What Came of a Broken Valve.**

Speaking of broken engine valves, they tell a story of a man who had the misfortune to break an exhaust valve while out on the road, and after a due amount of tinkering around succeeded, as he thought, in removing all of the parts from the cylinder. On restarting the engine, however, he was surprised to hear a sharp metallic clicking sound within the motor, which presently resolved itself into a most alarming racket, which culminated in the stoppage of the affair with disgusting suddenness. On examination he found that the top of the valve, the part in which is a slot used in grinding in the seat, had been overlooked, and after knocking about between the piston and cylinder head for a few strokes had jumped in between the valves and checked their action. The result of the scrimmage was that the cylinder had to be provided with a new head without delay.

**Cyclists Win Several Odd Suits.**

They are strong on petty lawsuits on the "other side." Thus, an English cyclist who ran into an unlighted cart obtained damages to the extent of \$25, while two others secured \$25 and \$35, respectively, for being thrown into a ditch by a passing motor car which, driven too closely, caught the handlebars of one of the riders. A London wheelwoman received "balm" to the extent of \$175 for injuries caused by being thrown by a brick left in the road by the driver of a van and which had been used to "block" the vehicle while at a standstill on a hill.

**Danger of "Hanging Onto" Motor Cars.**

The danger in following close behind an automobile, particularly one which has a high backed tonneau, is that the driver, being totally unaware of the presence of the cyclist, is likely to do any one of a number of equally unexpected things without warning, and, as the average machine can be started and stopped much more quickly than the average cycle, it behooves the cyclist to keep a respectful distance at all times.

A motorist relates an experience of his which easily might have proved of a most serious nature to the other party, who was riding a bicycle in his wake. Coming to a particularly inviting stretch of road, the driver of the car suddenly accelerated without looking behind, and was surprised to hear a crash in his rear, when, on looking back, he discovered a bicycle lying in the road some little distance behind him, and about half way between it and the machine a cyclist lamely getting to his feet in the dust.

A little inquiry brought out the fact that, unknown to him, the latter had been riding behind him for some distance, holding on to the back of the car for support and power. So sudden had been his spurt that he had pulled the rider entirely clear of his wheel and thrown him sprawling on the ground.

Fire which started in York (Pa.) Wheeling Club rooms did damage of \$15,000; insurance not known.

**KELLY COMFORT**  
coupled with  
**KELLY QUALITY**  
made the  
**Kelly**  
**Adjustable Handle Bars**

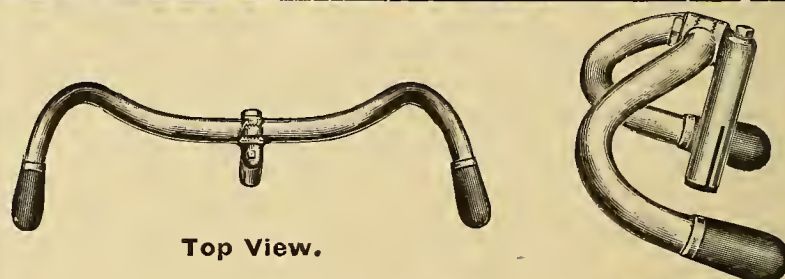
the  
**STANDARD OF THE WORLD**

A position which time and use and the survival-of-the-fittest process have but served to make more secure.

**KELLY BARS AFFORD 25 DIFFERENT RIDING POSITIONS.**

Catalog and Quotations on Request.

**KELLY HANDLE BAR CO., - Cleveland, Ohio.**



**No. 3. 1 in. Stem.**  
18 inches wide 20 inches when level.



**New No. 4 Racing. 2½ in. Forward Extension.**  
23 inches wide 25 inches when level.



**No. 5 California. 1 in. Forward Extension.**  
20 inches wide 22 inches when level.



# The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LII.

New York, U. S. A., Saturday, December 23, 1905.

No. 13

## POPE FILES HIS REPORT

**Profit Not Large but Col. Pope Explains the Conditions that are Responsible.**

In his report to the stockholders, which accompanies the annual balance sheet of the Pope Mfg. Co., President Albert A. Pope says:

"In the reorganization of the business of the company industries in several factories were found to be not only unprofitable, but of a description that it seemed impossible to continue at a profit. The liquidation of such industries seemed to be inevitable, and thus far has been accomplished with the least possible loss. Other departments of the company have shown large profits, which have been nearly absorbed by the losses and expenses of liquidation and the cost of maintenance of unoperated factories, the latter item amounting for the year to \$90,264. These unavoidable burdens on the earnings of the company are, I believe, largely a matter of the past.

"The manufacture of automobiles, which is now the larger part of the business of the company, is a comparatively new industry, and it has taken much time and money to experiment and produce goods of a standard quality.

"The amount of business done by the company during the first months of the new fiscal year considerably exceeds that of the corresponding period of the year just ended, and now that reorganization is nearly completed and losses from liquidation will be limited, the results of the company's operations should be more satisfactory."

The balance sheet, which covers the twelve months ending with July, and of which the more important items were published last week, is as follows:

	1905.	1904.
Gross earnings .....	\$7,801,145	\$7,226,589
Expenses and costs .....	6,496,395	5,995,793
Net earnings .....	1,304,749	1,230,796
Other income .....	753	62,158
Total income .....	1,303,995	1,292,954
General exp. and interest....	1,216,775	1,241,961
Balance net earnings .....	\$87,219	50,992

\*Loss

### ASSETS.

Cost of properties .....	\$18,553,986
Deferred charges to operations .....	346,855
Stocks and materials .....	2,668,998
Accounts receivable .....	692,928
Bills receivable .....	82,687
Miscellaneous investments .....	286,283
Cash .....	262,519

Total .....\$22,894,260

### LIABILITIES.

Preferred stock .....	\$2,429,676
Second preferred stock .....	9,183,000
Common stock .....	10,000,000
Bankers' loans .....	825,000
Accounts payable .....	306,206
Payrolls accrued .....	51,518
Reserve for renewals .....	75,000
Surplus .....	23,859

Total .....\$22,894,260

### Campaign Cash Prizes Doubled.

The "Ride a Bicycle Campaign" which has been inaugurated by the National Cycle Trade Association was given a definite turn this week, when the first literature of the campaign made its appearance. It is the leaflet offering cash prizes for the best lists of reasons why bicycles should be ridden.

It discloses that the prizes offered have been more than doubled and are now on a scale befitting a national organization. The amounts are now \$50, \$25 and \$10 for, respectively, the first, second and third best lists of "reasons." In addition \$1 is to be paid for each subsequently accepted "reason." The committee to make the awards will consist of three well known manufacturers, two jobbers and the secretary.

An advisory committee to conduct the campaign is now being made up, and will formally organize at a meeting to be held at the N. C. T. A. office, 2 Hudson street, New York, on January 15 next.

### Canada Sells Sales Department.

Press dispatches from Toronto state that the sales department of the Canada Cycle & Motor Co. has been taken over by a syndicate of Toronto and Montreal capitalists, of whom E. S. Clouston is the only one named. It is added that this purchase is but "a part of the operations of the syndicate," whatever that may imply.

### Curtiss Lops Off \$25.

For 1906 the G. H. Curtiss Mfg. Co., Hammondsport, N. Y., has set the price of its two cylinder 5 horsepower motor bicycle at \$275, a reduction of \$25. The 3 horsepower single cylinder Curtiss will list at \$200.

### Smith Joins Jobbers' Association.

C. J. Smith & Co., the St. Paul jobbers, have been elected to membership in the National Cycle Trade Association.

## DUNLOP SHOWS GOOD PROFITS

**Despite Expiration of its Monopoly, its Business Expanded—To Reorganize Again.**

Despite the expiration of the patent, and therefore of its monopoly, profits of the English Dunlop Tire Co. for the year ending September 30 last—the first of open competition—were \$628,000, or \$110,000 larger than the year before. The amount includes fixed charges in the shape of interest on debentures, amounting to almost \$71,000.

With the sum of \$1,291,800, which was carried forward in September, 1904, the balance sheet showed a total of \$1,919,000, which was appropriated as follows, including the amount for interest already mentioned: Preference dividend, 5 per cent, \$242,000; ordinary dividend, 4 per cent, as against but 2½ per cent last year, \$194,000; purchase of debentures, \$121,250. In all the purchase of debentures to the amount of \$300,700 has been provided for, which explains the small interest charge, the sum of \$121,250 carried over from 1904 also being applied to this purpose. The amount carried forward, \$1,291,500, slightly larger than the balance brought forward in 1904, evidences the fact that only the actual profits for the last twelvemonth have been distributed in the shape of dividends. The capital is now \$19,370,940, divided into \$4,825,701 in preferred shares, \$4,849,967 in ordinary shares and \$9,698,272 in deferred shares, all of £1 each.

The total number of tires produced in 1904 was 1,556,000, and it was stated that on September 14 last, the year still lacking two weeks of production, this figure had been exceeded by fully 70,000, which, but for a fire that stopped operations for a time, would have been augmented by another 50,000.

So many plans of reorganization have been proposed, many of which differ so radically as to threaten any action whatever in this direction, that the matter will be put to a vote of the stockholders in the near future.

### Venezuela Fixes New Duty.

Under the new Venezuelan tariff importations of bicycles and parts thereof will be subjected to a duty of .144 cents per kilogram, gross weight.



## INDIAN'S NEW LODGE

### The Splendid Structure Devoted Wholly to Motorcycles—Its Many Conveniences.

Few things have better served to show that motor cycling really is "coming on" than the new factory of the Hendee Manufacturing Company, at Springfield, Mass. It is directly on the main line of travel, automobile and otherwise, between New-York and Boston, and the sight of such a splendid



plant devoted wholly to the production of motorcycles has caused many eyes to open wide, and the ensuing comment has been of service to the entire industry.

The factory, as the accompanying illustration attests, is of the sort that conveys good impressions. The building was designed for and previously was occupied by a technical training school, so that it is uncommonly well suited to the needs of its present occupants goes without saying.

The building, which is of mill construction throughout, is of four stories, 150 feet long by 50 feet wide, affording about 30,000 square feet of floor space. Its assessed valuation is \$42,000. It is light on four sides, the windows being of extra proportions. It is heated throughout by the Sturtevant blower system and is equipped with a two-ton automatic elevator, automatic fire alarm, automatic sprinklers and all other modern conveniences and safeguards.

The first or ground floor is utilized by the Hendee Manufacturing Company for receiving and shipping, for frame building and for tri-car work. The brazing and blacksmith shop and nickel plating and polishing rooms are also on this floor.

The second floor is occupied by the offices, a splendid show room, the main machine room, tool room and Designer Hedstrom's experimental and draughting room.

On the third floor is the stock room and repair room. The assembling and the readjustment of motors, and wheel truing, setting

of carbureters and the testing out of the machines is also done on this floor.

The top floor is given over to the enameling department, the tri-car upholstering department and the stock room for the larger material such as rims, tires, etc., and for general storage.

### Why New Piston Rings Were Wanted.

The twin brother of the man who wrote the motorcycle manufacturer to ship him a package of compression for his motor has at last developed.

He is a new rider, of course, and one of the inquisitive sort given to tinkering with the "insides" of his machine. When he dismantled his motor, he found that each of the piston rings was "broken." Following his discovery, he immediately wrote the manufacturer demanding a new set of rings free of charge, pointing out that as each ring was broken in exactly the same place

in exactly the same way, it was proof positive of defective material.

For the information of motorless cyclists it should be stated that all piston rings are slit diagonally. It was this "break" that the rider discovered.

### Cycling Flag Near the Pole.

There is now on exhibition at the Brooklyn clubhouse of the Century Road Club of America a rather unique trophy. It is a small club ensign that was carried by Spencer W. Stewart, one of the members of the New York State Division of the club, to the furthest northern point reached by the recently returned Ziegler polar expedition. During the two years spent in the endeavor to reach the goal that has baffled so many explorers this flag was borne on each dash, and was unfurled to the Arctic breezes in north latitude 82:05, within less than 475 geographical miles of the North Pole. It goes without saying that this is the only instance in which the colors of any cycling organization have floated so far from the beaten path.

### To Keep Oil From Congealing.

A very good wrinkle for motorcyclists to know is that sperm oil mixed with ordinary cylinder oil in proper proportion will serve as a good preventive against congealing in cold weather. Common cylinder oil contains a certain amount of sperm, but for cold weather the amount should be increased by the addition of not more than two ounces to the pint. This renders the lubricant no less efficient in its work, and at the same time lowers its freezing point to such a degree that there is little likelihood of any trouble being experienced from that source.

### How He Keeps His Feet Warm.

Cold feet constitute one of the greatest discomforts of winter cycling, but, so far as motorcycling is concerned, there seems no good reason why the heat of the engine should not be called into requisition to overcome the difficulty. The scheme has been adopted by at least one cyclist, who by the simple expedient of a pair of footrests close to the engine finds that he has solved the problem. Success must, however, largely depend on the location of the motor.

### Brakes that Serve Small Purpose.

Despite the Englishman's capacity for brakes and safety devices that results in covering his bicycle with stopping devices forward, aft and amidships, accidents are strangely numerous. A list of casualties compiled by the Cyclists' Touring Gazette for the month from August 25 to September 25 last reveals the startling total of twenty-four deaths.

### He Told the Truth.

Customer—Look here, this bicycle I bought only three weeks ago has all gone to pieces.

Dealer—Yes, sir. You remember I warranted it to go fast.



## SH! IT'S ALREADY HERE

The "Motorcycle Railway" that Will Jog  
Along at 400-500 Miles per Hour.

Bicycle railroads have come and gone, and their memory has been relegated to the archives of the few good souls who laid down their cash and took up certificates of stock in them. The principle of the thing remains quite unchanged and plausible, however, its virtue untarnished by the vicissitudes through which it has passed, and its appealing qualities practically undamaged. In its latest and very best guise it has just reappeared in Syracuse, N. Y., under the attractive title of the "motorcycle railway," and is designed to run along the right of way of the common railroad, the only alteration necessary to the change in the method of traction being the addition of a third rail laid between the other two and on the same level.

The perpetrator of this ingenious and wholly novel railway scheme is none other than James N. Vandergrift, "a practical engineer, of Philadelphia," who unbosomed himself of his pet idea before a recent meeting of the Syracuse Technology Club. Basing his predictions not upon vague theories, but upon the results of actual tests which had been carefully conducted, and backing his promises with the name of one of the world's greatest electrical engineering companies, which "even now is constructing the necessary equipment," he announced that soon it would be possible to go from New York to Chicago in two hours and a half.

Like all other mono-rail systems, the motorcycle railway acts on the gyroscopic principle, and hence the faster the trains go the safer they are. Also, since the load is concentrated on four wheels for each car, much better traction per car is obtained than otherwise would be possible, and as the multiple unit system is to be used, each car having its own motors, the tractive effort will constantly be of ample proportions for the load. The central rail of the three-rail system of tracks will carry the entire weight of the trains when running at speed, the purpose of the outer pair being simply that of supporting them when at rest or moving very slowly.

This is an exploitation of the identical principle which was employed in the Boynton Railway of Long Island fame, the principal difference between the two systems being that in the latter case the cars were straddled over the supporting rail instead of being mounted on it, as in this case, the guard rails of that arrangement being placed upon the sides of the supporting framework. As in that also, the speeds attained will be so great that the projectile form of construction will have to be adopted for the cars in order to reduce the windage to a minimum, the sharp prow of the leading car cutting through the air so readily that the resistance will be materially reduced.

If prior to the further development of the

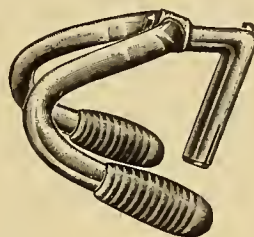
Vandergrift propaganda any one should wish to invest in a similar undertaking, there is a man down in Far Rockaway who is anxious to dispose of \$120,000 worth of shares in the Dunton-Boynton syndicate, and who will release them at a remarkably low figure.

### Betterment of Kelly Bars.

For 1906 the "good, old" Kelly handle bars—they're all adjustable, of course—will bear the imprint of the refining hand. In the effort for betterment the old stem on the No. 3 has been discarded and is now furnished



No. 3.



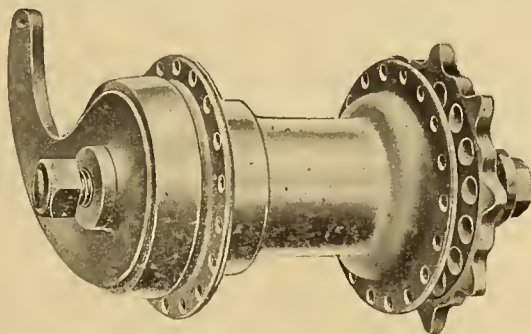
No. 4.

with either 1-inch or 2½-inch forward extension stems. The 1-inch forward stem can, by reversement, be used on the old bar. Easier manipulation of the expander makes the change welcome.

Incidentally, it is not generally known that the idea of the No. 4 racing bar came from abroad. The idea was submitted by one of the firm's largest customers in Paris, and took on so well on the other side that the Kelly people have listed it as one of their regular models. It is twenty-three inches wide, one and a half inches wider than the former No. 4, with a 2½-inch forward extension. The grips are swung out, giving the sprinter a decidedly better position, so naturally it is finding a ready sale on this side.

### The Pope Will now "Back Up."

Ever since it was first marketed it has been a source of wonderment why the Pope coaster brake embodied such an inherent drawback as that of preventing the rolling backward of the bicycle. Few things ever



excited more remark. Of course sooner or later the elimination of this feature was to have been expected, but the alteration was reserved for the 1906 model, which will not only "back up" freely, but which embraces several other improvements in the way of simplification of parts denoting an increase in efficiency.

In the new coaster brake the employment of a divided driving sleeve instead of the old solid type, effects the much needed alteration, and permits the mount to be rolled

backward without hindrance. Also, a change in the relation of the parts makes possible the adjustment of the brake from a single cone instead of at several different points, as formerly was done, and by the same token renders its regulation more simple and less liable to become deranged.

Another good point in the construction of the modified brake which will appeal more especially to repair men is that by the redesign of the brake drum it is now possible to replace the spokes without bending them. In general, the use of fewer parts than formerly were employed, in addition to the improved method of regulation, makes the device in every way more durable, certain in action and unlikely to failure.

### He is Appreciative, He Is.

An Australian cycle manufacturer claims to have received the following testimonial from an appreciative customer:

'Dear Ser,

"As usually in my leisure hours I was overhauling and klening my Mashen, a thought kame to me that, as I am so thoroughly satisfied with my deal, the last ting I could du as to show my gratitude and tank you for your strait and honorable dealing with me. To-day my Mashen is just as good as the day you sendt et tu me. I went over an owful lot of country with this last eighteen (18) months, many tausends of miles both good and bad roads, and I never had a brakige of anne kind, only a few punktures. I've been riding et from one colone tu the other and likewise from one Sharing Shed tu an other and et never gave me ane trouble like I see the majorety of other Bike Riders and diffren makers. Should I happen to be en the wont of an other bicycle, I promise you that there will be no other that will take my fancy but the "Blank" only for et it a toroo have weight carrier et runs werry sweet, hease pusht against the strong wind with a 96 gear and the fackt is et's a torough reliable good servant to ane man that's got yus for et, instead of a hors that's only a damd neusens and lot of humbug to one man thats got to travel about. I kan say that from my owne good experiens. Beleve me what I say is tru. With my best wish to you,

"I remain, dear Ser,"

### Where Motorcycles Exceed Bicycles.

Belgium probably is the only country whose motorcycle exportations exceed those of its foreign business in bicycles. In 1904 that little nation exported bicycles and parts to the value of 1,132,379 francs, while it shipped into Germany alone motorcycles and parts worth 1,068,248 francs. England also was a large buyer of Belgian motorcycle goods, its purchases reaching 953,195 francs, while France took 515,859 francs' worth.

### Yale Will Be in the Garden.

After all, there will be at least one motorcycle exhibited in the Madison Square Garden Automobile Show next month—the Yale-California. The Consolidated Mfg. Co. has secured space in the basement.



# IT'S TIME TO GET IN LINE

for the

# National Agency for 1906

It is one of the most valuable assets in the cycle trade to the dealer who knows how to make the most of a bicycle bristling with exclusive features of well proved merit.

---

NATIONAL CYCLE MFG. COMPANY, Bay City, Mich.

Real Tire satisfaction can only be obtained from a tire that has proved itself safe and reliable.

# FISK TIRES

represent the highest achievement of the tire-maker's art. They give perfect satisfaction where others fail—because every one is carefully made for service, as well as comfort.

Every User of a Fisk Tire is an Enthusiast.

They are a superb product for those riders who appreciate a far from ordinary tire

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THE FISK RUBBER CO., Chicopee Falls, Mass.



# THE BICYCLING WORLD

FOUNDED 1877  
and MOTORCYCLE REVIEW

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General Agents: The American News Co., New York City, and its branches.

Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should  
 Address us at P. O. Box 649.

NEW YORK, DECEMBER 23, 1905.

## Opposite Policies and Results.

Of 1,042 bicycles exhibited at the recent Stanley Show in London but thirty-nine had fixed gears. The remainder were fitted with "free wheels," and the "free wheel," as nearly every one knows, is a half completed coaster brake. The same condition prevailed at the show of the previous year.

It is a situation that calls attention anew to the striking contrast afforded by this country where the cycle manufacturers dismiss the coaster brake with a line in their catalogues and supply it only when it is called for. The solitary exception is a mail order house that has seen the opportunity and that has been pushing a "Coaster Brake Special" for all it is worth, and they have made it worth a snug profit. According to one report, they have made use of no less than eight thousand coaster brakes, and they have been used not on a cheap mail order crock sold at the \$15.31 prices, but on bicycles that have sold at better prices than those at which the average manufacturer lists his high grade bicycles.

The situation is almost startling when one pauses to consider it. The English manufacturers have proved that there is an overwhelming demand for the coaster brake bl-

cycle in their own kingdom, and this American mail order house has similarly proven that it pays handsomely to push that bicycle on "this side." Why, in the face of such convincing proof, our makers hesitate or remain lukewarm long has been past understanding.

Undoubtedly many of them have wondered at the remarkably renewed health of the English trade during the last two years. Possibly they might ask themselves if it is not due largely to the disposition of the British manufacturers to heartily welcome and to readily adopt and advocate any of those devices that add to the comfort and pleasures of cycling. There is no room for argument that the coaster brake is a device of exactly that character.

## Moving in the Right Direction.

It is good news that the Century Road Club of America and the Century Road Club Association are coming together again. There was no great reason why they ever should have separated, but the sooner the marriage is performed the better it will be for them and for everything concerned.

The news is the more gratifying because it brings with it the intention of the amalgamated organizations to assume control of road racing—a branch of sport sorely in need of a strong directing and governing hand. Through the petty tricks and cupidities of those who participate in it, road racing has become very much "run down at the heel." It has degenerated to such an extent, in fact, that it is in danger of going to weeds or of becoming a stewpot, if not of scandal, then for much that is mean and contemptibly unsportsmanlike.

The need of an active governing body—one that will be fearless, aggressive and insistent, is urgent. It can exert a wholesome influence and make cycle road racing stand for more than it has stood for during these latter years.

## The "Seventh Wonder" of Cycling.

If there be any seventh wonder in the cycling world, surely it is New York's annual six-day race. It has become almost an institution. Its prodigious drawing power is past understanding—past accounting for. Is there fascination in seeing the wheels go around? It must be so, else how could men, women and children of all stations in life hang over the rail far into the night, in an atmosphere reeking with stale tobacco smoke and other vile odors, and find pleasure in it?

These same people will not go a mile to

see cycling events of any other sort in the open, where the air is pure and genuine excitement far more plentiful. It must be that there is an indefinable something in seeing the wheels go around without a pause, or can it be that the race attracts solely because it is accessible, and—subtle thought—would sprint races pay, were they held nightly on a track as conveniently located within the heart of the great city?

## Bicycle Friends in Motorcycle Guise.

Ever since the days of old Grandfather Adam, history has been repeating itself in endless cycles, each event as it comes around again posing under the attractive guise of novelty.

Of course there has been progress, and lots of it, but it has been always in the line of repetition. Hence, it was bound to come, that "motorcycle railway," just as sure as the old hobby horse, was bound to come back, mounted on wire wheels and ball bearings. And it is none the less the reappearance of an old friend in new dress. Probably it will come again some time, maybe it will come to stay, and maybe not, but in either event it must "make good" in substantial fashion, or its stay will not be of great duration.

"New-York to Chicago in two hours and a half," has a familiar sound, somehow, as well. It is another old friend, but one of less substantial mien than the mono-rail.

How great is the change that has come over even the racing man is well disclosed by the saddles used in the six-day race. With one exception all of the riders engaged used saddles of the hammock or Persons suspension type. Less than three years ago a racing cyclist scarcely could be induced to look at anything but the hard-as-a-brick saddle. This right about face on the part of the racing man is but another indication of the long postponed realization that cycling to be thoroughly enjoyable must be comfortable, and that one of the things that was the matter with cycling was failure properly to appreciate the fact. The craze was so irrational that trade and public alike blindly set themselves against almost every grateful device; the suspension saddle was one of them.

Root may have learned a lot about six-day races, but the young man is evidently unfamiliar with the famous quotation regarding letter writing. He is now very much in need of being saved from himself.



SOME SIX-DAY STATISTICS

How the Men, Machines and Equipment

"Averaged Up"—96 the Popular Gear.

The statistics of the recent six-day race are full of interest, as the appended table attests. Twenty-three, or 71.8 per cent, of the riders were Americans, 3 French, 2 Swiss, and Belgium, Holland, Italy and England each furnished one contestant. In age the contestants ranged from seventeen to thirty-one years, Gougoltz, the Swiss, and Scott, the negro, acknowledging to the latter number of natal days. The average age of the thirty-two riders who started in the grind was 24.4. "Tommy" Hall, the Englishman, was the lightest, at 116 pounds, and Doerflinger, the big Swiss, who measures 6 feet 3 inches in his stockings, tipped the beam at 204. The per capita weight was 157.1 pounds.

Twenty-eight of the riders rode American made bicycles, and 75 per cent of this number were Reading Standards. The Pierce and the Yale were the other American mounts. Of tires, twenty-two, or 68¾ per cent, of the riders, preferred the Palmer. The others used various French makes. Ninety-six inches was the popular gear, and this was employed by twenty-three men. Four went the limit, 104 inches, and the other five rode 100. The average was 97.6. All but two riders—Norman C. Hopper and John Bedell—used 6½-inch cranks, these two being half an inch longer. Seventeen machines were equipped with Persons saddles, 14 with Brooks and J. E. Achorn rode on a Hunt.

Name.	Age.	Weight.	Machine.	Tires.	Gear, inches.	Cranks, inches.	Saddle.
Vanderstuyft .....	23	152	Reading Standard	Palmer	96	6½	Persons
Stol .....	20	140	Reading Standard	Palmer	96	6½	Persons
Trousselier .....	25	157	Reading Standard	Palmer	100	6½	Persons
Decaup .....	20	158	Reading Standard	Palmer	96	6½	Persons
Gougoltz .....	31	180	Reading Standard	French	104	6½	Brooks
Vanoni .....	29	176	Reading Standard	French	100	6½	Persons
Doerflinger .....	22	204	Reading Standard	French	96	6½	Persons
Dussot .....	25	144	Reading Standard	French	96	6½	Persons
Hall .....	26	116	Reading Standard	Palmer	104	6½	Persons
Downey .....	21	146	Reading Standard	Palmer	96	6½	Persons
Moran .....	25	170	Reading Standard	Palmer	96	6½	Persons
MacLean .....	25	160	Reading Standard	Palmer	96	6½	Persons
McDonald .....	20	165	Reading Standard	Palmer	100	6½	Brooks
Galvin .....	25	152	Reading Standard	Palmer	96	6½	Brooks
Logan .....	26	155	Reading Standard	Palmer	104	6½	Brooks
Keegan .....	30	160	Thistle	Palmer	100	6½	Persons
Dove .....	26	150	Pierce	Palmer	96	6½	Brooks
Scott .....	31	169	Pierce	Palmer	96	6½	Brooks
Hollister .....	25	150	Hudson	French	96	6½	Brooks
Hopper .....	25	147	Massey-Harris	French	100	7	Brooks
Agraz .....	22	160	Reading Standard	Palmer	96	6½	Persons
Castro .....	21	161	Reading Standard	Palmer	96	6½	Persons
Downing .....	28	163	Yale	French	96	6½	Brooks
Bowler .....	29	175	Yale	French	96	6½	Brooks
Wilcox .....	17	153	Reading Standard	Palmer	96	6½	Persons
Achorn .....	26	130	Reading Standard	Palmer	96	6½	Hunt
Fogler .....	21	165	Reading Standard	Palmer	96	6½	Brooks
Root .....	25	146	Reading Standard	Palmer	96	6½	Brooks
Krebs .....	22	167	Reading Standard	French	96	6½	Brooks
Peterson .....	25	160	Six-Points	French	96	6½	Brooks
J. Bedell .....	24	163	Reading Standard	Palmer	104	7	Persons
M. Bedell .....	22	180	Reading Standard	Palmer	96	6½	Persons

Devins Wins in Armory

Owen J. Devine, from the 40-yard mark, won the two-mile handicap at the Twenty-second Regiment's armory games, New York, Saturday night last, 16th inst. Frank E. Adams (20 yards) was second, and George Cameron, from scratch, finished third. Time, 5:08.

C. R. C. A. Chooses its Officers.

Daniel M. Adee has been elected president of the Century Road Club Association to succeed himself. The election closed by mail vote Tuesday this week, at 10 p. m. The other national officers chosen were: First vice-president, Paul Thomas; second vice-president, Julius F. Breit; secretary, E. Lee Ferguson; treasurer, Herman F. Dreyer. The division officers chosen are as follows:

Eastern—Centurion, Hugo Von Rodeck; secretary, A. P. Falvey; treasurer, C. E. Bonnell; captain, P. Wollenschlager; directors, Charles E. Burch, Henry Heldman, William Jehu, William S. Levy and C. B. Rush.

Long Island—Centurion, J. F. Paulson; secretary, William F. Jacobs; treasurer, Fred C. Graf, Jr.; captain, Alfred E. Due; directors, August F. Duester, Gustav Duester, Anton B. Eifler, Emil Greenbaum, Adolph Lewin and Thomas West.

Western—Centurion, John Gumburger; secretary, M. W. Lyman; treasurer, Julius F. Breit; captain, Emil Blum; directors, Waldo R. Goodwin, William McDougald, Max F. Riske, Charles F. Stasch and R. J. Lyle.

For the Midnight Run to Coney.

As usual, the New York State Division of the Century Road Club of America will hold its annual midnight New Year's run from Bedford Rest, Brooklyn, to Coney Island and return, a distance of sixteen miles. A long string of prizes, including watches, clocks, tires, sweaters, jewelry, etc., has been hung up for individual riders. The Popper trophy, to the club scoring the most points, and a loving cup to the club having the most entries—excepting the winner of the Popper cup—are also to be contested for. The start

will be made on the stroke of 12 o'clock from the clubhouse, No. 983 Eastern Parkway. Entries close with Victor J. Lind, No. 194 Schermerhorn street, Brooklyn.

"Motorcycles: How to Manage Them."

Price 50c. The Bicycling World Co., 154 Nassau Street, New York.

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MORE LAW FOR MOTORCYCLE

F. A. M. Renders One Bill Safe But a Worse One Threatens Many Burdens.

So far as concerns the bill to be introduced into the New York Legislature at the request of the Automobile Club of America, motorcycles are safe. President Morris of the A. C. A. met the advances of President Betts of the Federation of American Motorcyclists in a kindly and most fraternal spirit, and after a meeting with the club's counsellor, W. W. Niles, it was made certain that the new measure will contain the same clauses exempting motorcycles which the F. A. M. had incorporated in the existing law.

The other bill threatening the interests of motorcycles proves to be more onerous and far reaching than was first supposed. Its sponsor is the Outing Magazine, and it develops that the purpose is to have the bill introduced into not only the New York Legislature, but into the legislatures of many other States, with a view of promoting uniformity of legislation. Mr. Betts already is in active touch with the publishers of Outing, and is seeking to have motorcycles not only eliminated from the bill, but specifically exempted from its burdensome requirements.

The Outing bill, of course, would require not only registration, licenses and numbered tags front and rear and also the State seal, but "examination by the State board of public roads." It is not content with the \$1, \$2 or \$3 fees now exacted, but would increase the amount to \$25 per vehicle. Manufacturers and dealers would be mulcted the same sum for a general license. For rental cars or motorcycles the fee would be \$2 per year. Chauffeurs also would be taxed \$2 each, and "no person shall employ for hire as chauffeur or operator of an automobile or motorcycle any person not specially licensed." Just imagine a man owning a motorcycle employing a chauffeur to operate it for him! When a machine is sold Outing would have the State seal returned to the Secretary of State, whom it would empower with authority to suspend or revoke licenses for any misconduct.

The other penalties are suspension of licenses for fifteen days for a first offence, thirty days' suspension for a second offence, and revocation and a fine of \$100 or thirty days in jail for a third transgression. In addition, any motorist who "fails to stop and offer assistance to any person or property (it is not made clear what assistance can be offered to property) injured by him" shall have his license revoked.

Fred T. Wanner, of the Twenty-third regiment crossed the tape first in the one mile bicycle race at the games of the Twenty-third regiment, Brooklyn, last Saturday, December 16. C. W. Lediard, of the same regiment, finished second, and A. L. G. Fritz, Seventh regiment, and B. F. Reynolds, Twenty-third followed in this order. The time was 2 minutes, 31 1-5 seconds.



## TO BURY THE HATCHET

**Way Paved for Peace Between the C. R. C. A.'S—Road Race Control in View.**

Doves of peace are cooing gently, olive branches are waving, the axe has lost its edge and the long standing feud between the two C. R. C. A.'s is almost at an end. A remarriage is in process of arrangement, and with its consummation will come, not only a stronger organization, but one that will rule with a directing hand. When the amalgamation is effected, it is the purpose of the organization to assume control of road racing, a branch of the sport that sadly is in need of wholesome government.

That the two warring bodies were gradually "getting together" has been known for several months past. Exchanges of courtesies were frequent, and the speech of both sides lost most of its bitterness. It was not, however, until the annual dinner of the Century Road Club Association this month that the subject of consolidation was openly and generally referred to. On that occasion it was the principal topic of oratory.

It was then that Dan M. Adee, to whose tact and gentle ministration much of the renewed good feeling is due, and who has kept in friendly touch with President Dyer, of the Century Road Club of America, broached the subject which has been nearest his heart during all of the past year. He breathed the spirit of fraternity and good will, and expressed the opinion that the time had come when the two organizations should be brought into closer relationship, if not actually consolidated.

C. P. Staubach, who was the first president of the association after the declaration of "war," said that, although he mainly had been responsible for the conflict, he would not only not oppose their coming together again, but would do all in his power to promote that end. Paul Thomas, another of the leading workers, said ditto to Staubach's remarks, and advocated the formation of one national body which would bring all clubs into the fold, and have for its purpose the control of road racing. A. G. Armstrong, the nominee for president of the Century Road Club of America, and Fred E. Mommer, nominee for secretary, committed themselves to the movement and pledged their support.

R. A. Van Dyke, a former president of the C. R. C. A., and now secretary of the National Cycling Association, pointed the way to the control of this road department of the sport. The N. C. A., he stated, was ready to recognize an organization of clubs for the control of road racing, but could not do so until there is but one organization and not two warring factions in the field. Dr. L. C. Le Roy, vice-president of the L. A. W., also spoke favorably to the movement; all of which makes plain that the hatchet will soon be buried and that the twain will soon be made one again.

It was in June, 1901, that the "divorce"

occurred. At that time, after a long period of turmoil, a considerable portion of the Century Road Club of America seceded therefrom and set up an organization of their own, which they styled and incorporated as the Century Road Club Association. Although their objects were identical, each declared war on the other and kept at it unceasingly and unsparingly, and with uncommon bitterness, until within the last year or so. When the bitterness was most rampant, it was the fashion of each to promote and conduct events on the same day in order that the other might suffer injury. There were, indeed, many occasions on which fisticuffs threatened.

### Halligan, New Jersey's Hope.

James T. Halligan, who is here pictured, is the rider on whom the New Jersey Divi-



sion of the Century Road Club of America has set its highest hopes, and who is expected to "do things" on both the road and track next season. Halligan is a Newark youth, only 19 years old, 5 feet 8 inches in height, and weighs 170 pounds. Although he officially graduated from the novice ranks only last season, he has been riding with success on the road since the spring of 1903. His best performance this year was in establishing a Century Road Club record for five miles, unpaced, at Grant City, Staten Island, Sunday, October 25, when he covered that distance in 12 minutes 51 seconds. He is expected to show that improved form next year, that will enable the fast brigade to become familiar with the sight of his heels.

### Philadelphia to Try Moto cycles.

Philadelphia has awakened from its deep sleep. Director of Public Safety Potter has begun an experiment with a policeman mounted upon a motor bicycle to control the speed of automobiles on Broad street. If the result justifies the expenditure, fourteen other bluecoats will be similarly mounted.

## ROOT WRITES A LETTER

**Designed as a Denial, it Serves Many Other Purposes—Read it; it's Rich.**

Edward F. Root, who won the six-day race, denies everything. He denies that he was in any combination, that the race was "fixed," that Moran did not double-cross him, that his name is Lenny. He classes as false everything said about him in last week's *Bicycling World*. He denies it all in a letter to this paper, written on the stationery of the National Athletic Club. It is one of the most remarkable "denials" ever penned. Root says:

"I never signed any agreement with any of the other riders in the six day race. How could I be in the Putnam House signing a contract during the race? I will say, however, that two of my trainers signed an agreement with the Bedells and Moran and MacLean—after Fogler and I gained the lap—to work together and prevent any other teams getting up with us, and in case any of these (Root evidently means the parties to the contract), combined with any other teams, the agreement was void.

"Moran and the Bedells did form a combination with Downey's, Hopper's and Bowler's teams. I have two of these team's signatures to this effect in proof. My signature was forged by my trainers—not forged, but signed by them, as was also Fogler's.

"As for Moran accusing me of riding under a false name, why I believe my name has always been 'Root'; ever since I have been in the cycle game, at any rate, unless, I have gone 'daffy.'

"Moran tried to get in with every team in the race, so that no matter who won, he would be 'in' on the winner's money. He could not win himself, so he tried to do the 'wise' thing—get in on every one's money who had a chance of getting any. The \$300 Harry Payne Whitney gave to the team gaining a lap went three ways: To Matt Downey, the Bedells and Moran and MacLean. I never got any of it, so how can any one say I was in a combination and owe those two teams any money?

"Why, John Bedell offered to sell out to me Saturday afternoon at 5 p. m. for \$200, so it must be seen that everything was off, on the level."

### For a Real Endurance Contest.

Although spring is a long time off, the San Francisco Motorcycle Club has an endurance run on the tapis for April or May. It is planned to run from San Francisco to Los Angeles, 500 miles, a course with a plenitude of possibilities and two mountain ranges. The San Jose and Los Angeles clubs will be asked to co-operate with the Bay City motorists to make the affair a success. Frank E. Carroll, J. H. Nash and W. J. Pedlar have been appointed a committee to look into the advisability of holding such a contest.



## TIMING THE MOTOR

### How the Spark and Valves are Regulated— Things to be Considered.

To the average cyclist probably the "timing" of his motor is as little understood as Greek or Latin, and for the same reason—that is to say, because it involves a certain amount of knowledge for which he has little or no use. Yet there are occasions when to know just what is involved in the setting of the valves and ignition mechanism may save a long walk and possibly a needless repair bill as well. As a matter of fact, however, there is nothing very complex or deeply theoretical involved in the proper understanding of the principles of valve setting, and no great amount of skill is involved in doing any work of readjustment which may be necessary, once a motor has been properly put together.

Beginning with the ignition, it is evident that the spark must take place once every other revolution of the crankshaft, lasting at least sufficiently long to insure thorough lighting of the mixture and ceasing as soon as that function has been accomplished. Practically speaking, the only limitation which is to be placed upon the length of time during which the spark takes place depends on an economy of the primary current, and hence on the length of life of the battery, and as that is directly proportional to the amount of current which is drawn from it, other things being equal, the less spark used the better. The determination of the amount of spark which is needed in any case is usually made at the factory when the motor is designed, and hence ordinarily it need be given no consideration by the user at all. Thus the only matter which is deserving of his attention in this connection is the time when the spark shall take place.

This always is variable within certain limits, the variation being necessary first of all that a late spark may be obtained for starting, and second that a proper adjustment may be made when running under a heavy load, so that the most effective work may be got from the gas which is being consumed. In order to test the timing of the ignition it is first necessary to locate the "dead centre" of the motor, which is easily enough accomplished by slipping a wire spoke through the pet cock in the top of the cylinder and turning over the motor slowly until the piston has been pushed up to its highest point. When this point has been determined a scratch should be made upon the wire with a file, that the point may easily be found again at any time.

Having located the top centre or dead point of the piston travel, next turn over the motor, observing the working of the valves. As the piston nears the end of one of its down strokes exhaust will be lifted and will remain open until the end of the next up stroke; that represents the period of exhaust, and as it is followed by a suction stroke, and another

which is given up to the compression of the charge, it is evident that the electric circuit should not be closed at all during the three strokes thus far observed, and that a point just as the piston is beginning to travel downward on the next stroke following, or the fourth in turn, should be taken for the closing of the circuit and generation of the spark.

To locate this point properly set the spark lever at the starting point—that is to say, put it in the position for a late spark, and then turn over the motor until the compression and working strokes have been located by the action of the exhaust valve. Then slip the spoke through the pet cock again, and turn very slowly on the compression stroke until the upper dead point is reached. The spark should then be turned on, the plug having been disconnected to prevent the possibility of getting a shock from touching it with the back of the hand, and the motor turned again until the coil begins to buzz, or in the case of a non-trembler coil, until the breaker snaps. A second mark should then be made on the spoke wire, or "timing rod," and the distance noted between it and that at first made which indicates the dead centre. This should be from a quarter or possibly three-sixteenths of an inch to three-eighths of an inch, a measurement greater or less than this indicating that the motor is getting too late a spark in the one instance, or too early a spark in the other. If the adjustment is not within these limits, the position of the breaker cam on the two-to-one shaft should be suitably altered, the direction and extent of the alteration being determined by observation and trial.

After properly adjusting the point of ignition in this way, the spark lever should be advanced as far as possible and the test repeated as a check on the work. In this case the spark should begin at a point before the piston has reached the end of its third stroke. The distance which remains to be traveled before the dead point is reached depends somewhat on the design of the motor, but it is never less than that which has been observed on the other side—that is, on the explosion stroke—and frequently on high speed motors may be as much as an inch. Having run over both measurements a couple of times, to be sure that no mistake has been made and that the circuit is not closed at any other point of the cycle, care should be taken to see that the cam is not loose on its shaft and that the mechanism for advancing the time of ignition is in proper working order. The only difficulty which the beginner will find in connection with the work up to this point is in following out the cycle, but after a trial or two he will accustom himself to reading the relation of the motion of the piston and the valves, and it will become comparatively intelligible to him.

Generally speaking, no attention ever need be paid to the action of the two valves as far as their timing is concerned; yet the rider should be sufficiently familiar with his mount to know the precise point of opening and closure of both of them, so that in case of

mishap he will not be helpless when it comes to a case of resetting them. So that it is well, even though the machine be working faultlessly, for him to take occasion to examine the action of the valves and note down the time of opening of the exhaust, and its closing point as well, and in the case of mechanically actuated inlet the same points in its action as well. To do this he has but to use the timing rod again to locate the dead centres, both the upper and lower centres being used in this case, and to scratch them off on the rod as before. Then, by following out the cycle, it will be seen that the exhaust valve begins to open just as the piston is coming to the end of the stroke which is marked by the spark at its commencement and closes at or about the end of the next stroke.

The precise point of opening varies slightly in different makes of motor, and on that account it is well to know the timing of the motor when in its normal condition, so that when it is deranged there need be no guesswork in properly locating the cam. In general, however, when the actual timing is not known, it may be located by trial, setting it experimentally first and noting the points of opening and closure, and altering it as the need may be until the opening occurs a trifle before the end of the explosion stroke, and the closing just at the end of the following upward stroke. This is rather a delicate operation, and should not be undertaken blindly if it can be avoided. If it becomes really necessary, however, the setting may be done experimentally and the motor tried, when an alteration may be found to be necessary. The result of late opening and closing is manifested by a loss of power and tendency to heating, while early setting is shown by loss of power, particularly at slow speeds, the proper medium giving a maximum effort.

With a motor which is equipped with an automatic inlet valves the timing, of course, depends solely upon the tension of the spring, granted that all parts are in order, and as to that no rule can be given except that the tension should be "just about so." A little familiarity with the working of the machine will usually enable the rider to judge with fair accuracy of the proper amount of tension. When the valve stem is freely working in its guide and the seat is free from soot, the only possible derangement which can come is through the spring losing its tension or breaking, the first malady being denoted by a sharp clicking of the valve when the motor is running, due to its lagging behind its proper closing time and being driven forcibly against its seat by the compression, and the second by the stopping of the motor altogether, with popping in the inlet pipe as an accompanying symptom.

In this, as in all other matters pertaining to the use and repair of the gasoline engine, experience is the most successful teacher, yet by familiarizing himself with the action of the motor in all of its parts when it is in proper running order, even the rider of slight experience and little theoretical knowledge can manage to shift for himself under pretty trying circumstances, granted only that he stops to think the matter over calmly before attempting any move which is new to him.



## THOUGHTS ON TOURING

## Men and Things One Encounters and How They Affect the Disposition.

"I think, as most men, and perhaps rather more than many, I am gifted with the capacity for appreciating the small, but always welcome attentions which well-disposed folk are wont to accord to those with whom they associate in the ordinary routine of life," says an old-time tourist. "Such little attentions and courtesies, when properly directed and suitably received, serve as an excellent lubricant for the wheels of life. Without them the wheels in question are apt to creak and groan somewhat under the burden of existence, and generally speaking, we receive them with becoming gratitude in consequence. Speaking for myself, I claim to be among the most appreciative of mankind in this way, a fact which I think it essential to emphasize before proceeding to dilate upon the other kind of attentions which ill-advised persons so often press upon us at unseasonable times, and which, perhaps from some unfortunate flaw in my disposition, I find particularly unwelcome.

"Now, when Mrs. Jock runs after me in the morning to remove, ere I pass the domestic portals, a superfluous hair which her discerning eye has espied encircling my shoulder, I appreciate the attention very fully, and my heart swells with a proud emotion at being the recipient of such careful consideration. The scoffer may remark that this wifely attention arises from a determination to examine more closely the tint of that hair, and to discover if it is a truant wanderer from her own tresses, or whether it emanates from a less reputable source. But let the scoffer scoff. Proud with the consciousness of an untarnished conjugal reputation, I know that that errant lock, be it red, black, or brown, can be but a chance result of the matutinal wifely farewell, and these is consequently no *arriere pensee* to dim my satisfaction. Had I carried that hair into the railway carriage it would probably have subjected me to coarse gibes. The funny man, who—like the poor, but minus their biblical justification—is always with us, would soon have spotted it and called attention to it in raucous tones; maybe have sacrilegiously removed it himself to hold it up to the ridicule of every addle pate in the vicinity. It must not be thought either that I limit my appreciation of such attentions to the family circle, I am also prepared to receive them from total strangers, as, for instance, was the case once when I was coasting downhill, unaware that I was leaving a volcano of smoke in the rear. I did not lean consider the attention unwelcome that made me aware of the fact before it awakened my sense of feeling by my coat being in that condition known to the fireman as "well alight." Similarly, if I am on a long-stop railway journey and find I have left all of my smoking materials behind, save perhaps

the matches, I accept the attention gracefully if a fellow passenger hands me a decent cigar so that the matches may not be useless.

"I might multiply such instances indefinitely, but the above should suffice to relieve me of any suspicion of being unappreciative of well-directed attentions from whomsoever they may emanate. On the other hand, I must confess my pet abhorrence is the interfering, troublesome individual who pesters you without cause, and forces his unwelcome attentions on you without even compensating advantages to himself. The cycling tourist is peculiarly liable to this infiction. His unprotected state, as he wanders in unfrequented parts, places him at the mercy of those who have brought uninvited interference to a fine art. Among such I think first place must be awarded the rider who, when you overtake him, makes it his business to endeavor to "mop you up." You generally overtake such when climbing a hill, but you do not get far down the other side before he comes again with a rush and passes you with a backward glance of derision. Up the next hill you have to catch him again, only to be again "mopped" on the down grade, and so the game goes on until you are heartily sick of him. Your only hope is that he may be sufficient class to get right away, but as a rule he is more or less a sham, and, unless you slacken down inconveniently, or do some scorching yourself to get away, you may have to put up with his attentions for several miles.

"A similar type is the hanger-on who devotes his attention mainly to tandem couples. I have done a good deal of touring per tandem, and I think rarely a day passes but at least one of these pests had to be tolerated. Even with a lady as your companion the hanger-on will not deprive you of his attention. The first intimation comes in a stertorous sound at your back wheel, emanating from the overworked lungs of some idiot who is revelling for the nonce in the illusion that he is a Meredith flying along at fifty miles an hour behind a pacing motor. You feel inclined to support the illusion by applying the brakes and causing him a twenty horse-power cropper, but feelings of humanity perhaps forbid such extreme measures, and you put up with the nuisance as best you may. It is difficult to understand why the fact of riding a bicycle should be considered a sufficient justification for such intrusive attentions as these. Were that man afoot, and did he dog the footsteps of another pedestrian in similar fashion, he would stand rather more than an even chance of getting his head punched, but when on a bicycle you must dismount before you can conveniently punch a man's head, and, further, the one to be punched may not wait for the operation. Perhaps the immunity from this danger explains the prevalence of the impertinence.

"Another form of unwelcome attention that is unwelcome to me—though no doubt it may not be so to men of less powerful and muscular build—comes from those youths

who strive to earn an honest penny or two by pushing your bicycle, and, if necessary, you on top of it, up certain steep hills. Wrotham Hill in Kent has for me a bad reputation in this respect. I usually avoid it if I can, but this is not always possible, and as the hill is long and steep in places I find it, at times, equally difficult to avoid the overtures of the horde of penny-making youths, without assuming, or appearing to assume, a penny-saving character. Wherever they may be encountered these youths lay their plans very artfully, hiding in the hedge until they see you are in difficulties, when down they swoop on you like vultures on their prey. Mounted or afoot, it is useless to attempt to escape, for they run like demons, and if the hill is not in itself sufficiently fraught with difficulties to cause a dismount they are not above making it so by putting a restraining influence on your progress from behind. How often I have succumbed to the overtures of these youths I refrain from calculating, but if any reader should see me at any time strolling up a hill with my hands pocketed, while a diminutive attendant has charge of the bike, I hope he will recognize that my ignominious position is attributable to undue influence on the part of the small attendant rather than to any muscular weakness on my part. Unwelcome attentions, however, are not confined to road experiences; they frequently beset you in your hotel, nay, even while you are sleeping peacefully in your bed. Shudder not, reader; I do not propose to invade the sanctity of the sleeping apartment. No, the trouble here occurs through the over-cleanly habits of the ostler, stable boy, or whoever the custodian of the bicycle may be. In this connection I must lay my heart open and confess to a certain vanity, which may or may not be peculiar to myself. I never clean, or even dust my machine when on tour. I like to disport it in a travel-stained condition, with the accumulated mud and dust of many miles thick upon it, as a proof of my prolonged wanderings. Now, when one has travelled many days and got the machine in delightful condition in this way, what more exasperating experience can be met with than to receive it back on morning cleaned and polished as if fresh from its maker, and to find the imbecile waiting expectantly for an additional tip to reward his ill-directed labor.

"Hardly less irritating is the hotel visitor one sometimes encounters who poses as a sort of universal perambulating compendium of topographical knowledge. He never rests until he learns from which direction you have come, and whither you are going next day. With regard to the former, you find you could possibly have chosen, and you learn, with reference to your next day's journey, that you must take some devious route, requiring prolonged and particular directions on the part of your informant.

"Am I alone in meeting with such experiences? I think not. They have recurred too frequently and too regularly in my case to be peculiar to my own touring adventures. I have come to the conclusion that there is a deal of misdirected energy in the world, and certainly these unwelcome attentions might well be saved us without any feeling of regret on the part of the recipients."



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## EVOLUTION OF THE CHAIN

## How it has Developed from a Crudity to its Present State of Perfection.

Taken from a mechanical point of view, there is no form of motion so well adapted to almost any purpose as that wherein the chain is the principal mode of transmission, for, not only is it positive in its drive, but it lends itself very easily to all forms of carrying power to distances, especially where there ratio of the driver and driven have a great variation between them—in fact, with the exception of spur gearing, which is one by contact with wheels alone, no other drive is so effective, says Cycling.

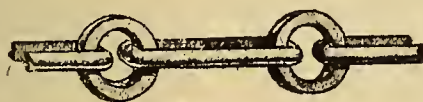


FIG. 1.

Under these circumstances there can be little wonder that cycle manufacturers, when on the lookout for a suitable mode of conveying the power from the feet to the driven wheels, adopted it for the earlier forms of the tricycle of those days, and that, after a time during which almost all forms of gearing had been experimented with, they have up to to-day never ceased in their adherence to the popular chain.

Naturally, the history of the chain trade, as applied to cycle construction, must form a portion of this article, and it will, therefore, be necessary to refer to some of the earlier forms of chains used on the various machines. It was not an uncommon occurrence to find chains in use which had a



FIG. 1.A.

width of  $\frac{1}{2}$  inch, and it can be safely asserted that a very large amount of the weight of a tricycle which went to make up the grand total of eighty pounds and upward was attributable to the chain's ponderous proportions. And in some cases even two chains were used, so as to overcome the patents existing in the universal or differential box, as the case might be. Still, cyclists of those days were forced to be content with these chains, because there were no other, as makers had little or no demand for high class small chains, but when the demand came then they speedily vied with each other to produce the best possible, and to-day cycle chains are second to none in the world, and every care is taken to provide reliability with as little weight as possible, consistent with strength.

One of the earliest patterns of chains used on tricycles was of the roller type, and was known as Morgan's (Fig. 1).

This is a type that, so far as known never made its appearance in the United States, the earliest predecessor of the present day masterpiece being a combination of readily detachable links of cast iron, that were in some cases almost an inch wide. Hundreds of miles of this type of chain of all sizes



FIG. 2.

(Fig. 1a) are still in use on elevator machinery.

Certainly in design Morgan's invention was a roller chain, but those who had some experience with it will well remember the heavy wear and tear which took place on the steel links, and the cracking and snap-



FIG. 3

ping which, when in use, came as a matter of course; to the rider of the present day, not only would it alarm him, but would create a source of amusement to the passer-by. The illustration shows the roller a slack fit on the link, so that after a very short time it broke. One of its worst features was

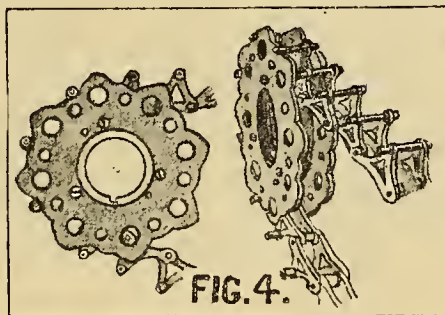


FIG. 4.

that the spaces left between the ends of the links and the roller speedily became choked with dirt, and this helped to make the wear of the chain even greater; added to this was the rapidity with which it became out of pitch.

Roller chains were in the air, and, recognizing that something of this sort had to be



FIG. 5.

produced, manufacturers used their best endeavors to make such modifications in their chains that the best points of the roll should be maintained and the bad features eliminated, and the Abingdon chain (Fig. 2) was practically the next best production.

As will be seen from the illustration, bosses were formed at each end of the side plates, and they were so machined that they

were rather more than half the width of the required finished chain; two of these side plates were then placed together and a steel bush slipped on the outside, which was slack endways and free to revolve on the bosses, and with a shouldered pin and two outer plates the whole was riveted up. There is a great similarity in principle between this chain and the present-day one, but it had one very great defect—that it was impossible to shorten the chain for wear, unless two links were removed, which in many cases it was almost impossible to do, and, although an excellent and well made chain, it did not survive, and had to give place to improvement. Cost of production must have told very heavily against it, as well as other patterns of a similar nature, where only one link was required to be removed at a time for shortening purposes.



FIG. 6.

In Fig. 3 will be seen one of the forerunners of the well known block chain, which so long held its own; practically against all comers. This one, known as the Humber pattern, consisted of a shaped, hardened block, with the links riveted on to shouldered pins. Perry, Brampton and others quickly followed in its footsteps, with various modifications to suit their own particular form of design. The hardened blocks very often snapped, and a soft block was substituted, Perry introducing a pen steel bush to stop the wear. For a time this form of chain superseded all other types, and, in the absence of improvements which have since taken place with the twin roller and roller chains, it held the field for many years

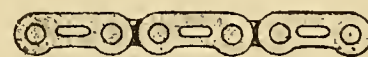


FIG. 7.

and, very naturally, it was subjected to the attacks of a large number of opponents. Chief among these was the Simpson lever chain, which is illustrated in Fig. 4.

Founded on a fallacy that it is possible to take more work out of a machine than is put into it, it rose to great height among those who exploited it, and who desired the public to believe that such an assertion was possible, forgetting that natural laws and mechanics still existed. From the design the patentee did accomplish one thing, and that some slight increase of speed in machines fitted with his chain over those fitted with the block chain of those days. He made his driving and driven wheels, especially the latter, much larger in diameter, and this eased the strains and friction, thus obtaining an easier motion round the wheels. Those who will recollect the period of the great chain matches remember how high the party feeling ran and the various arguments that were advanced in favor of this chain. There is,



however, one point that speaks volumes in favor of Simpson, not as the Simpson lever chain, but as the chain maker. His chain was well designed, well thought out, and the workmanship was far away beyond anything that had previously been found in chains and chain making. He clearly demonstrated that lighter forms of chains were possible, and that they could be made, and it is to be regretted that he did not turn his attention to the type of chains which have been produced in later days. As recently as August last the writer saw a cyclist who had his machine fitted with a Simpson lever chain, and on inquiry stated that the chain ran very well indeed, giving no trouble, but added that he had never tried any other form of chain on the same machine. This radical departure in chain design that was thought to promise so much when first exploited is credited with having appeared on but a single bicycle in this country and that one imported by Jimmy Michael for racing.

Credit for the evolution of the type chain which for lightness rivals that of the watch variety must certainly be accorded the American maker, for he it was who had the temerity to cut its dimensions in two, creating something that up to a few years ago the foreign market considered dangerous to the life of the rider.

The great opponent to the Simpson lever chain and the one that was pitted against it in the chain matches was that known as the Pivot chain. This is illustrated in Fig. 5, and was so called on account of the form in which the pin or rivet was made. As will be seen by the illustration, the pin was shaped so that one side formed a pivot, an almost sharp edge, on which the bearing was taken. Truly speaking, this was a block chain, and in general wear the amount of friction, although small at first, must have increased to such a degree that any benefit that might have been gained by its adoption would speedily have been lost by either the bushes being worn through or the sharp edge of the pivot wearing flat. To the mechanical mind a pin would answer just as well as a pivot. Here, too, was a case where excellence of workmanship was attempted, and the makers, the Components Co., no doubt did all they could to produce a good chain, and they did it, but, like its opponent the lever chain, it speedily followed in its track and soon became one of the "has beens."

Very shortly after these matches chain makers woke up to the fact that there was room for improvements, and an honest endeavor was made by them to produce a properly designed and proportioned chain. Attention was paid to the strains which had to be borne, to the wearing parts, and, above all, to the dimensions requisite to carry the loads. Roller and twin roller chains soon made their appearance. Widths of half an inch or more had been common; they rapidly dwindled until at length a chain was produced which is still with us, and is practically the now universal standard, viz., 3-16

inch, although even smaller ones of  $\frac{1}{8}$ -inch are very largely used on racing machines, and with excellent results. Pitches of 1 inch,  $\frac{5}{8}$  inch and  $\frac{1}{2}$  inch have also been introduced. True, better materials and improved machines for making chains have been brought out, but it can be honestly asserted that no attempt was made until the makers were forced to do so by the demands made for lighter forms of cycles, and, naturally, the chain was one of the points attacked.

The twin roller and roller chains of today are too well known to all to need any description, and in the hands of leading makers the chain has come to be looked upon as being as closely allied to perfection as possible.

#### Here's the Champion of Japan.



C. Komiyama is now champion of Japan. He resembles the American champion, Frank L. Kramer, in one respect—he rides a Pierce bicycle. The race in which Mr. Komiyama won his honors was held at Osaka on November 5, and is described as "the greatest cycle meet ever held in Japan." It was the first event of any importance held since before the war.

Cycle racing apparently has not yet reached a well defined championship basis in that country, as this particular championship event was promoted by the Osaka News, one of the largest papers in the empire. The contestants were all invited by that journal to participate. Some of the local champions who received invitations and who competed were Komiyama, Yahiro, Onikojima, Kokure, Basho, Sunata, Ishihara, Sekii, Kondo, etc., representing Tokio, Yokohama, Saskio, Osaka, Kobe, Nagoya and other cities. Komiyama, who was declared champion and whose picture is here shown, is only twenty-one years old and a native of Tokio.

#### On Carrying Tools in Coat Pockets.

Although undeniably a convenient practice and one employed by many bicyclists and more motorcyclists, carrying tools in the pockets is a dangerous one. C. W. Nason, who is to be the next president of the New York Motorcycle Club, can attest this, as he recently suffered a broken rib through this practice. Mr. Nason fell, and the combination wrench and other tools he carried in his pocket brushed and jammed against his ribs with sufficient force to break one.

#### Club to Pay Sick Benefits.

The San José (Cal.) Motorcycle Club is to inject a benefit clause into its bylaws. A committee is drafting the amendment which will provide that any member of the club who is injured while riding his motor shall draw a sick benefit from the club treasury of \$5 per week. This sick benefit is not in any way to affect the regular monthly dues now being paid by the members.

#### On the Downward Path.

"To paraphrase De Quincy," says an exchange, "how easy is the downward road in crime. A man may start with a small murder, then he will commit a larger one, and so on till it becomes a habit with him. After that the descent is rapid. From assassination he will go on to burglary, fraud, pocket picking, Sabbath breaking and bicycle stealing."

#### California Club in New Home.

The New Century Wheelmen, of San Francisco, Cal., have moved from their quarters near the park to more convenient and larger apartments at Twentieth and Folsom streets. The cyclists have leased the premises and will furnish the rooms in a manner befitting their kind.

#### Hard Labor for Cutting Tires.

Twenty-one days at hard labor was the sentence imposed upon a miner by a Scottish court the other day for maliciously cutting the tires of a bicycle which did not belong to him. Which same sentence served him just about right.

#### New Theory About Wheelwomen.

Some one has been putting forward the extraordinary theory that women are better able to succeed with low gears because they can "easily pedal at a rate that would distress the average man." The "some one" is a foreigner.

#### Pacific Wheelmen Elect Officers.

A. Alcayaga has been elected president of the Pacific Wheelmen, of San Francisco, Cal. Other officers elected are as follows: Vice-president, M. A. Griffith; secretary-treasurer, G. W. Payton; captain, Al. Bock.

#### What Injures the Motor.

"There are more motors worn out through lack of lubrication than are worn out through mileage and years of use," is the sweeping assertion of one of the most experienced motor makers in this country.



## CYCLING IN CUBA

## Some of its Unusual Drawbacks—The Native Riders' Sunday Amusement.

"There are two things which will forever prevent the general introduction of the bicycle into tropical countries, however enlightened they may come to be in the course of time," said an old cyclist who has recently returned from a trip to Cuba to a Bicycling World man. "They are the all prevailing heat, which makes riding during the day an impossibility for the white man, and the lack of a great middle class that can afford such a luxury as a bicycle.

"With a temperature that constantly hovers around the 90 degree mark from a few hours after dawn right up to sunset, there is little incentive to straddle a wheel and attempt to push it along under the hot, glaring sun. The sky is always clear, and it is nearly always raining in semi-tropical and tropical countries—two conditions that do not appear to be possible simultaneously, but they exist, nevertheless. The sun will shine hot and clear day after day, week in and week out, but scarcely a day passes—sometimes hardly an hour—in which it does not rain. Huge clouds come in singly from the ocean and drop their contents as they go scurrying across the land before the trade wind, and it is often possible to see rain falling in a dozen different places within the radius of a mile or two although it will be bright and clear overhead and dry as a bone where you are standing.

But it is not the rain that would bother the cyclist, for it is not unusual to be able to travel all day with rain all about without getting wet. It is easy to dodge, too, for you can always see one of those aerial sprinkling pots coming and get under cover. You can never be certain it is going to reach you until it actually begins to rain in your vicinity, for their movements are very erratic. Moreover, they are gone in a few minutes, like the passage of a watering cart, so there is no great objection on the score of getting wet. You can go in out of the rain, for every owner of a "boho," or thatch hut, with its one room and earth floor that accommodates the family and domestic animals in common, is as hospitable as if he were the owner of a large plantation and is giving you the freedom of its manor house, but you can't get away from the heat. It's there all the time, and there to stay, and it's bound to prove the greatest drawback to bicycle riding where the white man is concerned. He finds it all he can stand to loll around as easily as his employment will permit. Houses and offices are all built on a very open plan, and as the trade wind blows every day in the year there's no difficulty in keeping cool as long as you don't exert yourself overmuch. As a matter of fact, it gets pretty cold when a northeaster strikes Cuba, and the native begins to shiver, but he neither closes his house, for that would mean shutting out most of the light, for the

majority of the doors and windows have no glass, nor does he build a fire. It would not be much use, anyway, trying to heat all outside, so he just shivers and cusses the weather. It never would occur to him to exercise a little bit and keep warm that way.

"Why doesn't he ride a bicycle in cold weather? Well, just at present there are no roads on the island to speak of, except those around Havana, and you can always see a number of bicycles in use there at any time of the year. There are beautiful roads about the city and the pavement is good now in nearly all the streets of the latter, although many of them are mighty narrow and have no sidewalk to speak of—one ox cart is apt to monopolize the way, and the huge carretas, with their diminutive mules, so small that they could almost pass under the axle, are not much better. But, then, Havana is only



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a small part of the island, and while it is at present practically the only part where the bicycle abounds or is available to any extent there exists nothing more than the lack of roads to greatly increase the demand for American bicycles in other sections.

"And when you speak of there being 'no road' in Cuba, the words must be taken in their literal meaning. I have often heard a cyclist say he didn't like to ride to certain places around New York because there was 'no road,'—by which he meant that the way didn't meet what he conceived should be dignified by the name of road, although it probably boasted a good sidepath or was in other ways readily passable and doubtless afforded good riding, but not of the best. I met an American engineer in a little town on the north coast of the island. He had built a five-mile strip of road connecting two towns, and was going to ship his machinery, consisting of a road roller and some old gasoline automobiles that he had once used for a stage line on that strip, to Havana, but was lamenting the excessive charges for freight that they would entail.

"Why not run them there under their own power?" I asked. He didn't look at me with the pitying scorn that I doubtless deserved, but told me the road roller wouldn't be able to get fifty feet outside the town limits before it would be mired. And as for the automobiles, he had his doubts as to whether they had ever run at all—that is, satisfactorily—and they went down to the dock behind a team of oxen. They were of a type built by a Chicago firm that made a specialty of motor buses, and that so long ago it has become but a memory.

"To get back to the subject, the road that this engineer had built was as fine a specimen of the art of macadamizing that I ever ran across. Suitable material is scarce in that particular part of the island, and that five-mile stretch had cost the inhabitants more than \$10,000 a mile, but it was worth every cent of it, if only as an object lesson of what could be done. The road connects the towns of Caibarien, right on the shore, and San Juan, back of it. The latter is about the oldest hamlet on the island, and it doesn't belie its appearance one whit. There is no difficulty in imagining yourself in the Spain of Columbus's time when you get into it. A line of 'guaguas'—that's colloquial Cuban for bus, and you'd never guess how it was spelled unless you saw it written out—has been running between the two towns since the building of the road, and for 10 cents you can now make a trip that would have cost a day's horse hire previously. The funny part of the thing is that a large proportion of the population of San Juan had never seen Caibarien before the building of the road; in fact, none of the stage drivers had done so; something that illustrates how much use the average Cuban native would have for a bicycle even if he had the price to acquire it—something that he doesn't covet. Imagine living and dying in a radius of five miles and with the seashore but that distance away.

"For all that, there's quite a number of bicycles there. Take Caibarien, for instance, with a population of something like nine thousand, which includes the suburbs for a few miles around—and the suburbs down there mean an occasional planter's house and hundreds of shacks that would not be considered good stable shelter here—and it boasts of something like two hundred bicycles. The census is taken by the priests and not by the government. Every one goes to church, man, woman and child, so it is not difficult to count them, and probably the result comes as near to being accurate as is reached by methods employed at home.

"No, they don't all ride their bicycles to church, so the wheel census is not taken in the same way, but in another that is equally as effective. Once a month a bicycle gymkhana was held on the main street of the town. Everything takes place on Sunday, so that after church the whole population is free to attend, and you can count on it that every man who owns a bicycle puts in an appearance at the games. I never saw a woman's wheel on the island, although there may be a few in Havana, which I personally doubt, however. If such there be they are ridden by foreign women, for the Cuban damsel is



decidedly lacking in what the Yankee calls 'gumption.'

"There was little of variety and not much of novelty about those games, as they were apparently confined to bicycle tilting. Strung across the street, at a height just above the riders' heads, was a rope carrying as many bunches of beribboned rings as they were competitors in a heat. The latter started from a point about two hundred yards back; probably not that far, a city block would be more like it; each with his long pole in hand, with which he made a dive at the rings as he passed. It isn't as easy as it looks, and you don't always get a ring every time by any means. Speed is an element as well, and the man who gets there first not only helps his score, but has the field to himself, for many of the failures and a large part of the fun come from the wabblers, who manage to bump into other riders at the critical moment and who are apt to lunge at the wrong bunch of rings; they're always off-side, so to speak, and sometimes they manage to make the whole bunch eat dirt without ever getting a ring. Add to this the shouting of every one in the crowd to the particular competitor he is backing to hit it up, spear the ring and make a getaway, or directions to the effect that he is aiming wrong, the giggles and exclamations of the women, and you have a scene that you have to leave the U. S. A. to take in.

"It seems to me that those two hundred bi-

cycles in that town are the outcome of its one good stretch of road, for at Gibara, further along the coast to the east, it is a difficult matter to find five wheels among five thousand people. The bicycle is almost as much of a rarity there as the automobile, which has not yet made its advent in any form. Heat is bound to keep the white man from riding much in that climate, and the poverty of the native as well as his general disinclination to move will deter him, but it is wonderful to note what a difference the existence of a little bit of rideable road will make."

#### **Picturesque Effects of Carelessness.**

"Autumn tints," says the Irish Cyclist, are the result of the universal use of rim brakes and steel rims combined, with a lack of care for the appearance of the bicycle that almost inevitably comes at a certain period in its possession by the individual. When the machine is brand new, there is an inclination to keep it spick and span, and daily cleaning is the result; but this soon declines to a weekly rub off, then to an "every now and again" flip with an oily rag, and finally is omitted altogether. As a result, the rims under the combined action of brakes, grit and wet quickly become more or less rusted, and once such an important part of the machine becomes unrepresentable, the rider grows careless with regard to the remainder of it.

As a typical example of this neglect, an

instance is cited where, "under the covering of mud with which the wheel was encased, it was possible to decipher the transfer of a well-known firm. It was one of their 1905 models. The rims were red all over except where the brakes had cut down to the steel beneath. The cranks, pedals and hubs were all rusted, and the chain had apparently not been cleaned or oiled for months, and was so stiff that it appeared to work in more or less straight sections. It is exceedingly probable that this demoralizing tendency had reached such a pitch that the bearings were in a similar state. Apart altogether from the depreciation of a bicycle so kept, and the unseemly appearance, riders who allow their mounts to get in such a condition must inevitably experience such excessive labor in propelling them that they are likely to become disgusted with the pastime. Cycling to them becomes more of a toil than a pleasure."

#### **Comstock Heads the Remingtons.**

Charles F. Comstock has been elected president of the Remington Cycle Club, of Iliou, N. Y., for the ensuing year. Other officers elected were as follows: Vice-president, William McKnight; secretary-treasurer, W. Rix; collector, G. W. Reese; captain, John McGreevy; lieutenant, Sanford Addison Rasbach; governors, Charles Comstock, S. C. Burch, H. H. Bassett, Walter Rix and F. A. Schmidt.

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## COOLING THE SPARK PLUG

**Novel Departure in that Small but Important Motorcycle Adjunct—Objects Sought.**

Although it would seem that as far as the construction of the spark plug is concerned, the design of gas engine ignition has reached a point of finality, since nearly all the plugs on the market are constructed along the same general lines and follow out the same theoretical action, yet it is perfectly evident that there is ample room for improvement. For notwithstanding the fact that the design of the modern motor in regard to matters of carburation and lubrication has been improved to such a point that under all normal conditions, the spark plug performs its work without failure, yet the mere fact that should one or the other of these functions become deranged, it is liable to partial, if not complete, failure is in itself sufficient indication that it is by no means perfect.

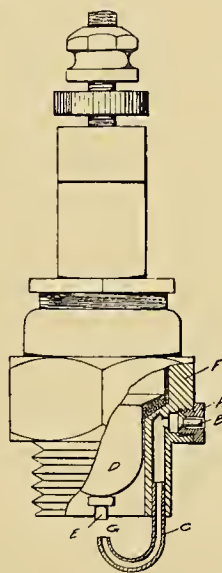
In general, it may be said that the two chief causes of failure in the standard type of spark plug are due to breakage of the insulating material through unequal expansion of the parts, or to its retention of a deposit of soot, which so befouls the points that they become short circuited to a partial degree, by which means the spark is destroyed. In the case of an excess of oil being used, the result is the same, though the action is precisely opposite, the oil serving to insulate the points from one another, thus causing the spark to jump at odd points or to fail altogether. Apparently there is no possible way of obviating this tendency, despite the extravagant claims of some of the makers, without materially altering the construction of the plug.

Within the year several attempts have been made to overcome the difficulty through the introduction of a portion of fresh air in the immediate vicinity of the plug for the purpose of cooling the points and rendering them less liable to retain deposits either of soot or oil, and tending also to cleanse them to a certain extent by purely mechanical action, besides scavenging the ignition chamber and insuring a better flame in that way than otherwise would be possible. These efforts, of which there have been three, though emanating from entirely independent sources, have been in the same direction, and have carried out the same idea in three distinct and different ways.

In the most recent, which is being exploited in England at the present time, the ground terminal of the plug is used as a conduit for the air inlet, its position with relation to the other point serving to advantage in the thermal and mechanical effects which are sought after. As shown in the accompanying illustration, the body of the plug is tapped out at a point just outside of the cylinder wall, and a small plug, drilled out and fitted with a check valve, B, is screwed into it. The ground terminal, C, is of capillary tubing, and is forced into a duct, which is in communica-

tion with the check valve and through it with the outer air. The insulated terminal, which is mounted in the non-conducting body, D, is so placed that its point, E, is directly beneath the opening in the capillary, G.

Thus, during the entire time of each induction stroke, a very small jet of cold air is being drawn through the duct, and is impinging upon the point, E, cooling both it and the tube, and also, by force of impact, removing any particles of foreign matter which may have adhered to it during either of the previous strokes. The presence of the pure air serves to cleanse that portion of the combustion chamber from the waste products of previous combustion, thus insuring a cleaner flame about the points at the instant of ignition, and hence a more perfect firing of the entire charge.

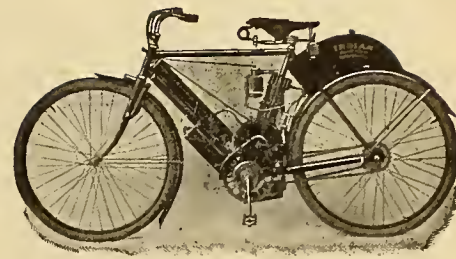


In an American invention, which antedates this by several months, a recess is formed in the interior of the plug, terminating in a check valve in the upper part of the body. In this device the use of a jet of air is not attempted, the entire effort being centred in surrounding the spark points with a body of fresh air, which is crowded back into the upper portion during compression, by its non-combustibility, serving to protect the insulation from the heat of the burning charge and at the same time securing a certain amount of scavenging effect, as is done in the plug just described.

Still another American invention, which has but just been produced, employs a tubular insulated terminal, the construction of the affair, aside from that, being perfectly regular. At the bottom of the hollow central wire, which forms the conductor and terminal, is an enlargement which is cup shaped on its lower side, thus forming a seat for a ball check valve, which is retained when unseated by the wire which forms the ground of the circuit. At all times during the cycle, except during the induction of the charge, this valve is held against its seat by the force of the gas within the cylinder, but during that period it falls away and allows a small quantity of air to be drawn into the combustion space to accomplish the cleansing effect already described.

In any device of this sort, of course, the weakest point would be the check valve, which, being subjected to great ranges of temperature and pressure and being of necessity of small size, since but a small quantity of air is permissible, unless the mixture is to be upset, would be very liable to derangement. If it were fully proved, however, that the idea was worthy the concentration of effort, there can be little doubt that some design and combination of materials could be arrived at which would prove to be sufficiently effective.

# THE



# INDIAN

**Closed the Season**

as it commenced it, i. e., with

## VICTORY.

The final events of the year,

THE

**Brooklyn M.C. 25 Miles Road Race**

AND THE

**New Haven (Conn.) Hill Climb**

WERE BOTH

## WON ON INDIANS

In the road race seven of them started and they finished 1st, 2d, 3d, 4th, 5th and 6th, the slowest of these Indians making three minutes faster time than all of the twelve other contestants.

In the hill climbing contest ( $\frac{3}{4}$  of a mile) Indians finished 1st and 2d, one second apart, the latter being 56 seconds ahead of the third man, and *both Indians beating the fastest Automobile (40 horse power) by 45 and 46 seconds respectively.*

"An ounce of performance is worth a ton of promise."

Will promise or performance decide your purchase?

## HENDEE MFG. CO.,

Springfield, Mass.



**Why they Won't Ride on the Sand.**

That well known "philanthropist," "Senator" W. J. Morgan—he relishes the appellation of "Senator"—who added an odor to the sport of bicycle racing before he acquired a white vest and an automobile, has decided that Robert Walthour, of Atlanta, Ga., and Hugh MacLean, of Chelsea, Mass., cannot try for straightaway motor-paced records at the Florida beach automobile meet, January 22 to 27.

At the six-day race Walthour and MacLean had an idea that they could break a few records on the Florida sand, and approached Morgan with a view of including motor-paced cycling events from 10 to 100 miles in the programme. As the riders would require some little remuneration for "doing the trick," and as the "Senator," who although a professional of the deepest dye, is well known to be averse to the payment of cash prizes, it is supposed this is the real reason the proposition was turned down.

Walthour was especially anxious to take a "whack" at "Mile-a-Minute" Charlie Murphy's memorable record of 58 seconds, made behind a railroad train. He thought that by having a racing car fitted with wind shields he could ride the mile in 45 seconds. Morgan said that a series of motor-paced races between Walthour and Hall, the little Briton who broke his collarbone in the six-day race, might be arranged for a projected automobile race meet on the tapis for April 4, 5 and

6 at Atlantic Beach. This beach is also part of Florida and runs north from St. Augustine to Jacksonville. Morgan promotes the meets because of an abiding desire to attract boarders to the seaside hotels.

**The Six-Day as Seen from Afar.**

The cycling papers of the United Kingdom evidently had men "on the spot" to record the doings at the six day race. The Scottish Cyclist says: "The six days contest at Madison Square Garden, New York, terminated on Saturday last, being won by the team consisting of Root, Bedell and Lynbrook, of Long Island, by four lengths, the distance covered being 2,260 miles 6 laps. . . . A. Vanderstuyft, of Belgium, and Slob, of Holland, were fourth." The Irish Cyclist observes "that the six days' cycle race in New York fell somewhat flat this year. The fact is the public is heartily sick of this kind of exhibition," while London Cycling conveys the information that during the week sprint races and speed exhibitions were given on the track at the same time the six day riders ground out their miles.

**Poulain Equals Kramer's Record.**

On November 23 at one of the Paris tracks Gabriel Poulain, world's champion, equalled National Champion Frank Kramer's record for the half mile, in competition. His time was 54.45 seconds.

**Adee Gets a Loving Cup.**

Dan M. Adee, president and best beloved of the Century Road Club Association, has a new cup in his collection. It's a loving cup, and it was presented to him by a member of those in the Long Island Division of the association who are able to recognize and appreciate the worth of the man and his work.

How to give Adee the cup was a matter that gave the donors some concern. They finally decided that the racing committee was "deadlocked" on a point of discussion, and Adee was notified that he would be called on to arbitrate. The idea of friction worried Adee not a little, and when the presentation committee appeared at his house in Metropolitan, L. I., he was nonplussed.

"Pretty large committee, boys," he remarked, "but you are all welcome." When they gave him the cup he was struck almost dumb. "Can't talk, boys; that's all," was all he could gasp. His face, however, reflected what he could not utter.

The semi-annual election of officers of the New Century Wheelmen, San Francisco, Cal., resulted as follows: President, Alphonse R. Greeninger; first vice-president, Samuel Whitehead; second vice-president, Frederick Steiger; recording secretary, John Tennant; financial secretary, Joseph Herzog; treasurer, W. Edward Lee; sergeant-at-arms, Oliver Hooper; captain, John H. McWhirter; racing board, Leon G. Shaw, John G. Mainland and Frederick Kirchner.

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GOODYEAR TIRE & RUBBER CO., Akron, O.



# The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LII.

New York, U. S. A., Saturday, December 30, 1905.

No. 14

## ONE MORE POINT SETTLED

### Patent Commissioner Decides Appeal in the Three-Cornered Coaster Brake Fight.

Although many persons supposed that the interference proceedings involving the Copeland (Pope), Robinson (Morrow) and Townsend (New Departure) coaster brake patents which have occupied the attention of the Patent Office for several years, that is far from being the case. The fight is still being waged more or less merrily. Commissioner Allen has just promulgated his decision on appeals by Townsend and Copeland from the decision of the primary examiner refusing to dissolve the interference. The Patent Commissioner's ruling is as follows:

"It does not appear that Copeland has made any motion for the dissolution of this interference or that there has been any decision against him. His appeal is accordingly dismissed.

"Townsend's appeal is based upon the grounds of non-interference in fact and irregularity in declaration. It appears that no argument was made before the primary examiner upon irregularity in declaration and that the primary examiner found nothing to consider in connection with this ground of the motion. Under these circumstances Townsend has no basis for appeal as to this ground, and the appeal taken thereupon is therefore dismissed.

"The only question remaining is that of interference in fact, and this question is raised by Townsend only between his application and that of Robinson. Each count of the issue is a claim made by all parties. Where this is true, there is in general interference in fact, unless the terms of the counts have different meanings when the counts are read as claims in the different applications. Terms cannot properly be held to have different meanings merely because the elements to which they refer are specifically different in the devices of the various parties; nor will counts be construed in view of prior art to have more limited meanings than are necessitated by the limitations which they expressly include. Moreover, the rights of parties to make the claims in interference will not be investigated and passed upon on appeals from

decisions as to interference in fact and regularity in declaration.

"Bearing these principles in mind and reading the counts on the devices of Townsend and Robinson, it is clear that the various terms thereof have one and the same meaning in both cases and that there is clear interference in fact as to each count. There seems to be nothing reasonable upon which a contrary conclusion might be based. The arguments advanced by Townsend amount to denial of the rights of the parties to make claims and to denial that the claims are patentable when read with only those limitations which are necessitated by the language used. Such arguments will not be considered in connection with the question of interference in fact. Dissolution upon this ground must be based only upon those facts and reasons which show that the counts have such different meanings that they might properly be allowed to both parties. In determining the meanings of the counts the fair, natural significance of the language used will be adopted. If the state of the art should require a different meaning, it must be put into the counts by amendment and not by mere construction.

"The decision of the primary examiner holding that there is interference in fact between the application of Townsend and Robinson as to all of the counts of the issue is affirmed."

### Can't Use Name "Columbia."

The Columbia Dry Battery Company and the Vim Company, both of Chicago, will have to find some name other than "Columbia" for the dry cells they have been making and selling. Although that name as applied to dry batteries long has been trademarked and used by the National Carbon Company, Cleveland, Ohio, the Chicagoans nevertheless "borrowed" it. The National Carbon Company did not relish it, of course, and as a result Judge Kohlsaat, in Chicago, has granted an injunction forbidding the use of the name Columbia Dry Battery Company or the title "Columbia" on any save the National Carbon Company's cells.

### Gearless Motorcycle Incorporates.

The Gearless Motorcycle Company, Rochester, N. Y., was incorporated this week with capital of \$50,000. A. L. Sweetland, R. Burns and M. A. Harrison, of Rochester, are named as directors.

## ROCHESTER JOBBERS FAIL

### Following Admission of Insolvency, Creditors File Bankruptcy Petition.

Rumors of financial troubles in the E. H. Hall Co., Rochester, N. Y., that have been afloat for many weeks, "came true" on December 18, when the concern applied to the courts for the appointment of a receiver. Two days later John D. Whitbeck was named for that position.

On the 22d three creditors, the Diamond Rubber Co., the Smith-Willys Co. and the Crosby Co., whose claims are, respectively, \$1,876.76, \$9.78 and \$6.82, filed a petition of involuntary bankruptcy. The Hall Co.'s application for a receiver was cited as an act of bankruptcy.

The liabilities are placed at \$34,000 and the nominal assets at \$20,000.

The Hall Co. is a corporation composed of the Hall family, Ephraim H. being the president, Myra S., the vice-president, and Herbert L., the secretary and manager. It has conducted a cycle jobbing business for a number of years, being largely a catalogue or mail order house. It is said to have on its books thousands of small accounts scattered from one end of the country to the other. During mid-summer it was reported to have overreached itself and to be in financial straits; indeed, its failure was twice a matter of rumor, but by some means the evil day was long postponed. In consequence, the present situation is a matter for small surprise.

### No Air Castle, this one in Georgia.

Evidently there is nothing the matter with Georgia. The Castle Cycle Co., of Atlanta, report that their business in bicycles this year was "just 60 per cent. greater than during 1904," and add that they "expect to do as well, if not better, during 1906." In motorcycles the Castle people are anticipating "a big increase." "This year we sold about ten new machines and as many second-hand ones. We are just getting them started among our merchants for delivery purposes, and believe this part of the business will pay well," they say.



NOVEMBER A POOR MONTH

Export Gains in Some Countries More Than Offset by Losses in Others.

"Other Europe" still continues to maintain a most encouraging upward trend in its takings of the American bicycle, the report for the month of November showing an increase of more than \$7,000 over the corresponding month a year ago, while the total for eleven months then ending reveals a decrease of but slightly more than \$1,000, as compared with the total for the corresponding period of 1903, which was a comparatively large year. How much so may be judged from the fact that its aggregate exceeds that of 1905 by more than \$700,000; compared with 1904 it shows a jump of fully \$20,000.

The Netherlands likewise exhibit an increase of more than 100 per cent over November, of last year, or from \$2,669 to \$5,654, while Mexico, Cuba and other South American countries are in the same class. The first named jumped from \$3,357 to \$6,402, and Cuba's imports increased from \$1,998 to \$3,479. One of the most significant increases is that of British Australasia, which, though small, from \$6,403 to \$6,749, marks a reversal of form, as it has hitherto manifested a uniformly downward tendency. In the columns representing the total for the period of ten months ending with November, for three years past, it will be seen that the three countries show substantial increases in each year, while British North America again shows an upward tendency after the drop of 1904. The exports to the Philippines in the same period have soared from \$5,964 to \$11,277.

The report in detail is as follows:

Exported to:	November		11 months ending November.		
	1904	1905	1903	1904	1905
United Kingdom .....	\$12,896	\$6,538	\$231,991	\$232,750	\$186,151
Belgium .....	3,104	1,750	47,427	49,762	22,659
France .....	2,390	1,633	103,692	76,273	64,304
Germany .....	2,165	...	129,892	106,170	54,190
Italy .....	2,996	2,352	49,027	35,377	21,121
Netherlands .....	2,669	5,654	106,831	76,406	41,097
Other Europe .....	11,226	18,483	172,427	151,537	171,114
British North America .....	2,707	1,237	147,288	111,059	111,285
Central American States and British Honduras .....	522	423	2,567	4,134	4,926
Mexico .....	3,357	6,402	49,757	40,671	59,920
Cuba .....	1,998	3,479	15,514	31,581	36,460
Other West Indies and Bermuda.....	2,163	2,042	30,168	30,072	23,490
Argentina .....	4,153	1,010	11,897	19,321	12,910
Brazil .....	....	887	8,322	11,850	5,856
Colombia .....	472	975	755	5,007	2,940
Venezuela .....	73	25	380	332	698
Other South America.....	418	1,310	17,743	13,066	12,248
Chinese Empire .....	813	....	20,091	11,808	7,061
British East Indies .....	645	25	23,120	16,321	8,567
Hong Kong .....	260	134	7,040	3,545	1,413
Japan .....	32,194	9,281	371,536	308,080	252,251
British Australasia .....	6,403	6,749	287,020	151,757	80,043
Philippine Islands .....	776	1,268	25,946	5,964	11,277
Other Asia and Oceania.....	1,035	463	23,538	17,040	14,723
British Africa .....	....	474	43,128	5,977	1,633
All other Africa .....	706	....	6,940	4,728	1,369
Other countries .....	....	....	63	88	....
Total .....	\$96,141	\$72,594	\$1,934,100	\$1,520,676	\$1,210,316

What Canada Really did Sell.

General Manager Russell, of the Canada Cycle and Motor Co., writes that the press dispatches reporting the alleged sale to a syndicate of the company's sales department badly garbled the facts. All that has been disposed of is the retail automobile business in Toronto, which was purchased by the Dominion Automobile Co., a new concern. The Canada Co. itself, says Mr. Russell, will continue the manufacture and sale of bicycles and automobiles with the same organization as heretofore, and has, indeed, recently erected two additions to its plant.

The Yale in the Garden.

"Praise be to Allah!" writes Edward Bufum, sales manager of the Consolidated Mfg. Co., "we will be a little nearer to heaven than the basement. Our exhibit will be in space 170 in the Concert Hall." This with respect to the exhibit of Yale motor bicycles in the Madison Square Garden Automobile Show, January 13-20.

Curtiss Gets Into Armory Show.

The G. H. Curtiss Mfg. Co., Hammondsport, N. Y., has been able to secure space in the Automobile Club of America's show in the Sixty-ninth Regiment Armory, New York, January 13-20. This will make a total of three motorcycle exhibitors at that show. The Curtiss display will be located in the gymnasium.

"Reasons" are Flowing in.

From present appearances, the "Ride a Bicycle Campaign," conducted by the National Cycle Trade Association, will result in a remarkable list of reasons why bicycles should be ridden. Although the circular heralding the offer of cash prizes for the "best reasons" scarcely had time to circulate freely, the first mail brought in forty-six "reasons."

JUST WHAT WINDAGE MEANS

Figures and Illustrations that Make it Plain —Effect of Riders' Positions.

While men are able to acquire the knack of hill climbing, and many of them undoubtedly do enjoy the ascending grind, the head wind is something that few ever are able to overcome. "Knack" and brute strength are of small avail. "There is no top to a headwind," is the way one hardy hill climber expressed it.

While he may have thought he had some idea of wind resistance, it is not until a cyclist has ridden a motor bicycle that he is able fully to comprehend its meaning and the value of a crouching position. It is because the motor puts the hill and the headwind to rout, so to speak, and thus removes the most serious obstacle to pleasurable cycling that the advocates of the motor bicycle are so full of faith in its future, for, as stated, they are the ones best able to appreciate what the "routing" means.

To the man pedalling a bicycle against a wind, one breeze is almost as bad as the other. All entail hard work, and crouch as low as he will, the labor seems lessened scarcely a particle—he moves no faster. On the other hand, on a motor bicycle, every forward bend of the body makes a difference in the speed of the machine—the rider can feel the forward impulse. Other things being equal, the man who crouches lowest—who is able literally to lay down on his machine, will move fastest; in a motorcycle race position is almost everything. Sitting up for even a second will often change the result of a race. It is, of course, all a matter of windage—of the square area presented to the wind.

The subjoined table will serve to assist understanding in this regard. For general purposes the width of a man may be placed at 20 inches, or 1.2-3 feet; seated on a bicycle, he is approximately 4½ feet high. The height multiplied by the width will give the square area—in the instance cited, 7½ square feet. Multiplying the square area by the resistance per square foot, gives the air resistance that must be overcome.

Thus, in the case of a rider presenting a front of 7½ square feet and moving at the rate of 10¼ miles per hour (10.227, to be exact), he must overcome a resistance of 7½ times .5175 pounds, which will equal 3.75 pounds. At 22.727 miles per hour, the resistance is 7½ times 2.5553, or, roughly, 19 pounds.

The table and, therefore, these results are based on a still atmosphere, such as exists indoors, and then it is that the cyclist rather than the motorcyclist can appreciate the full meaning of windage. Nineteen pounds dangling behind a motorcycle would scarcely be felt. Tied unknowingly to the rear of a bicycle, the man pedalling would promptly suspect that his chain or bearings had tightened.



It is when the wind is blowing, however, that windage makes itself felt in fact and in figures. A headwind blowing at the rate of 20 miles an hour—"a brisk wind," one recognized authority terms it—and the man of  $7\frac{1}{2}$  square feet moving at a ten-mile pace is pushing against a pressure equal to 30 miles an hour, equal to dragging a bar of iron weighing 43 pounds. At a speed of 22 miles in the same 20-mile wind, he is pushing against a resistance equal to 42 miles per hour on a still day, or equivalent to hauling a load of  $76\frac{1}{2}$  pounds.

These illustrations show vividly what the cyclist must overcome when the wind blows and present it in a light which comparatively few have viewed. Twenty miles an hour breezes are frequent, and if any man thinks he can push or drag a weight of  $76\frac{1}{2}$  pounds for any great length of time, even on a still day, he has but to try it to be undeceived.

The table that applies is as follows:

Feet Per Minute.	Miles. Per Hour.	Air Resistance In Pounds Per Square Feet.
150	1.704	.0143
175	1.988	.0195
200	2.272	.0255
250	2.840	.0398
300	3.409	.0575
350	3.977	.0781
400	4.545	.1021
450	5.113	.1294
500	5.681	.1596
550	6.249	.1930
600	6.818	.2300
650	7.386	.2698
700	7.954	.3125
750	8.522	.3593
800	9.090	.4087
850	9.658	.4616
900	10.227	.5175
950	10.795	.5763
1,000	11.363	.6384
1,500	17.405	1.4375
2,000	22.727	2.5553
2,500	28.407	3.9918
3,000	34.090	5.7500
3,500	39.772	7.8255
4,000	44.454	10.2202
4,500	51.131	12.9375
5,000	56.818	15.9709
5,500	62.499	19.2982
6,000	68.181	22.9954
6,500	73.861	26.9764
7,000	79.545	31.3020
7,500	85.225	35.9375
8,000	90.909	40.8868
8,500	96.589	46.1554
9,000	102.272	51.7500
9,500	107.952	57.7447
10,000	113.636	63.8837

#### Care on Christian Science Plan.

"It's no good trying to keep a motorcycle in running order by Christian Science methods," said a Chicago repairman, whose establishment houses a number of the power driven bicycles. "It may cure the headache or gout to sit down and assure yourself that there is nothing the matter with you. But the lazy and shiftless owner of a motorcycle who looks after it on Christian Science principles brings me most of my business."

#### The Retail Record.

Brooklyn, N. Y.—George B. Pieper, new store, 1205 Bedford avenue.

## DRUMMERS' MOTORCYCLES

### The Enthusiastic Testimony of One of Them—Big Field Scarcely Touched.

The "drummer" is but just beginning to realize what the motor bicycle holds for him. The independence of movement—the hours, and even days that may be saved because of freedom from railroad time tables, to say nothing of the great economy in the expense of transportation itself are factors that weigh heavily in commercial life. It means ability to see two customers or three



where before it was possible to see but one, and that makes for increased business.

H. A. Smith, a travelling salesman for the Standard Milling Company, of Buffalo, who is here pictured, is one of the "fraternity" who this fall put these beliefs to the test and who, as a result, is brimming over with enthusiastic satisfaction. It was in August last that he appeared at the Curtiss factory in Hammondsport, N. Y., "the greenest thing that ever happened as regards motorcycles," as he describes himself, and rode away on a Curtiss single cylinder motor bicycle. At the end of three months he reports the experiment such a "complete success in every respect" that he recommends the means of locomotion to all other travellers. This is the way he expresses himself:

"As a vehicle for travelling men I consider the motorcycle a wonderful means of transportation, where not too many or too heavy samples are to be carried. As a travelling man myself, I have been able to cover my territory, which is a good part of Western New York, quicker, better and with

200 per cent less expense than driving or with railroad trains.

"To give you an example of the practicability of the motor bicycle for travelling men, I have been enabled to do five days' work in three, cover from sixty to one hundred and twenty-five miles per day at an average cost of \$1.25 per week, as against \$4 and \$5 a day for railroad expenses and livery hire, besides picking up a great many out of the way towns that it was quite impossible to get to otherwise.

"Aside from the increased business and financial gain, I have had more pleasure from the season's work than I dreamed of when the experiment first suggested itself, and it is with a heavy heart that I now have to set my machine aside in anticipation of another season of enjoyment."

#### To Prevent Winter Lamp Troubles.

So far as his motor is concerned, cold weather carries no terrors to the motorcyclist. He has no cumbrous water-cooling system such as has been made a feature of some of the foreign-built machines, and accordingly does not have to guard against the "freeze up" that usually comes without warning, and more often than not results in a cracked cylinder. But if he does more or less winter riding, it is well to guard against the same thing in the case of the acetylene lamp. The water in the latter is apt to freeze solid when least expected, and not only render it useless for the time being, but is apt to burst the water chamber.

A common expedient adopted by automobilists to prevent the occurrence of the same thing in the case of the engine is at once simple and inexpensive and is worth while knowing. It consists merely in the addition of a little ordinary glycerine to the water. This lowers the freezing point of such a solution according to the proportion of glycerine employed. Experiments by automobilists along this line have given the following results: A 10 per cent. solution of glycerine and water is found to freeze at 30 Fahrenheit, or 2 degrees below the normal freezing point of water; 20 per cent. of glycerine lowers this to  $27\frac{1}{2}$  degrees; increasing the amount of glycerine to 30 per cent. further lowers this to 21 degrees, and to 40 per cent. brings it down to zero. Just how such a heavy mixture would act on the production of the gas can only be determined by experiment. One thing is certain, however, the water feed valve would have to be opened to a much greater extent in order to pass the liquid readily than where plain water is employed. Probably it would seldom be necessary to use such a strong solution as the one last named.

Spencer W. Stewart, the C. R. C. of A. man who carried the flag of his organization to latitude 82 degrees 5 minutes north, within 475 geographical miles of the pole, has now turned his attention to building railroads instead of searching for the north pole. He is in Cuba assisting in laying out a 240-mile railway for the Havana Central Railway Company.



# IT'S TIME TO GET IN LINE

for the

# National Agency for 1906

It is one of the most valuable assets in the cycle trade to the dealer who knows how to make the most of a bicycle bristling with exclusive features of well proved merit.

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NATIONAL CYCLE MFG. COMPANY, Bay City, Mich.

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represent the highest achievement of the tire-maker's art. They give perfect satisfaction where others fail—because every one is carefully made for service, as well as comfort.

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They are a superb product for those riders who appreciate a far from ordinary tire

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THE FISK RUBBER CO., Chicopee Falls, Mass.



# THE BICYCLING WORLD

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and MOTORCYCLE REVIEW

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To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, DECEMBER 30 19 5.

## Singed Cycle Agents.

Apparently not a few of the British cycle agents who were bedazzled by the glitter of the automobile trade are getting their fingers badly burned as a result—a situation that is not unknown in this country, where many more fingers are due for a scorching.

"There are not a few of them that would have been better off had they let automobiles alone and confined their attention to the business they understood," says the Cycle and Motor Trade Journal. "Cases keep coming to notice where agents who have been jogging along comfortably hitherto have been tempted to speculate, and have thereby got out of their depths. It is not every agent who has the financial backbone to be able to stand against losses that run into three figures." A typical instance is cited. The cycle agent invested practically all he had in a motor car. It proved a failure and he was forced to dispose of it at a loss of \$500—a loss which left him practically "on his back."

As we have many times pointed out, the automobile trade is full of risks—large risks—and is no industry for the merchant of small means. To be safe, either an "angel" or a "barrel" is required.

## THE BICYCLING WORLD

The cycle dealer should "stick to his last," and if in doing so he will but put into his business a little of the energy and aggressiveness that needs must be displayed in pushing the sale of automobiles, the improvement of his lot probably will surprise him.

If he feels that he must have to do with motors, the way to motorcycles is clearly marked. The motor bicycle is merely a very logical development of the bicycle. It is within the dealer's means and easy understanding, the risk is relatively small, and, what is very much more to the point and what should not be lost sight of, is that the field for motorcycles practically is unlimited, just as the field for motor cars assuredly is restricted. Where there is one possible purchaser of the latter, there are easily 50 or 100 possible buyers of motorcycles.

### Good Roads at Last.

Now that the absolute assurance has come that the State of New York is to have the complete and magnificent system of good roads which has been planned for it, and that, too, within a reasonably short period of time, every citizen of the State, and every one who expects to benefit by the improvement—which includes all dwellers within and many without its boundaries—should take himself by the hand—and shake. It is a matter of rejoicing first, that the \$50,000,000 appropriation has become a reality; second, that the 7,400 miles of State road are a certainty; and, third, that the people of the State have shown conclusively and beyond a shadow of doubt that they really want good roads.

Personal independence is the keynote of the typical American personality. The average American goes his way with a devotion to his own interests, almost with a disregard altogether of the interests of others, which has distinguished him throughout the world. He fights his own battles and overcomes his own personal obstacles independently, and only joins forces with other Americans when it becomes clear to him that by so doing he is materially advancing his own cause. He is of the type which has to be shown, in the figurative sense, and as he is apt to be wary of the other man's game, it sometimes takes a good while to convince him that so and so really is so. When he understands all about it, however, he rises and asserts himself with a force which brooks no denial.

Poor roads are the faults of circumstances, and the personal independence of the Amer-

ican people, who for a time prefer to travel a poorly-kept thoroughfare at great personal outlay of time and expense, because that outlay of time and expense is all to their own good, rather than to travel a better road at a less cost, a portion of which may not fall directly into their own account. When, at length, it becomes clear, however, that that amount of outlay, however small it may be, is duly returnable in a cumulative sense and one which is not readily calculable in dollars and cents of present worth, the people will insist on having good roads straightway. Also, their native business instinct will dictate to them the wisdom of some such co-operative system as has been adopted in this, the most advanced state of them all in this respect.

### Motorcycles Here and Abroad.

Some of the English prints speak rather mournfully of the future of motorcycles. While there are more of them in use than of automobiles, the progress has not been all that fancy painted. Fancy ever was a fickle jade, but if the motor bicycle has halted in the "tight little isle," it is not at all surprising.

Viewed from this distance, the average foreign motor bicycle is, if not a monstrosity, at least, close to it. It is not unlike the types that were in favor in this country three years ago. They repel rather than attract the eye. They are big, heavy, ungainly appearing creations that fairly bristle with little levers. Some of the English critics themselves admit that the machines have been overweighted and overpowered, and point to France also as an indication that too much power has had a deterring effect. They think that from four to six horsepower is amply sufficient and should be the limits of the future, but if to develop that power it will still require the big, bulky motors in common use, and also the abundance of machinery and operating levers, it is doubtful if the British trade or the French trade will show very marked improvement.

It is the clean-cut simplicity of the pedal propelled bicycle that is one of its chief attractions and the popularity of the motor bicycle will be measured not a little by its approach to that simplicity. The more it is loaded with levers and paraphernalia and made to look like a miniature automobile or a machine shop on wheels, the less it will attract and interest the public. To American eyes, the average foreign motor bicycle appears a shop of that sort.

Happily, the American makers, generally



speaking, seem to have grasped these facts, and the good results are plainly apparent. Instead of motorcycles being in the "doldrums," they are but just entering on their era of prosperity.

The Europeans pointed the way to these good results by adopting a record weight limit of 110 pounds. Except in England, it served to keep weights within reasonable bounds. But the foreigners overlooked the limitation of power, and the result was a crop of impractical and repelling and dangerous monstrosities that it is now freely admitted have done more harm than good. They are now endeavoring to repair the damage, but it is proving no easy task.

Whatever may be said, the Federation of American Motorcyclists served the American industry and the American public a good turn when it adopted not only the 110-pound weight limit for record performances, but set a limit of 5 horsepower on such machines as may be used in competitions of whatever sort. It discouraged the "freak" just as it encouraged the practical machine. Its effect is well illustrated in the case of the most vociferous and rampant opponent of the 110-pound rule. The remark of a rider when he viewed the new model of this concern exactly stated the case: "Well, at last they've commenced to build a decent machine!"

#### When the Scorchers Is Caught.

From grave to gay, from funny to farcical, are the excuses sometimes given in court by riders of motorcycles in England as to why they were going "a bit fast."

"I was riding to get a marriage license," in one instance touched the sentiment of the bench to the extent of halving the penalty.

Doctors who have proved to the satisfaction of the court that they were in a hurry to reach emergency cases have sometimes escaped scot free, but the naive excuse of an old wound left as a legacy from the Boer war, suddenly breaking out afresh and rendering the rider's hands incapable of regulating his speed, has been known to fail in working on the feelings of some hard-hearted magistrates.

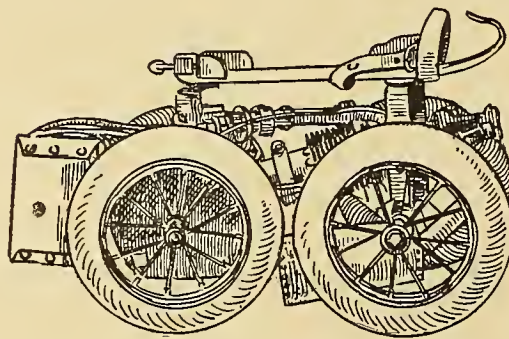
A guileless plea put forth by a motorcyclist that his mount ran away with him and that he was unable to control its innate lust for speed, resulted in a fine of \$50 and costs, while another motorcyclist caught in a trap and timed at thirty miles an hour, was pardoned on the never-do-it-again principle when he shyly explained that he was seeking a doctor owing to an interesting domestic event.

Unfortunately for the ingenuous genius, such excuses, although adding materially to the gayety of police courts, are usually regarded by the bench as being on a par with those apologists in the Scripture who had "married a wife" or "bought an ox" and could not therefore be held responsible for a defection of duty.

#### Here's That "Motor Skate."

So many conflicting reports have been circulated, and so much has been said of the "motor road skate," that has been drawn from the imagination, that many were inclined to discredit the whole story as a fabrication, and such a view was more than justified by some of the forms in which the story has made its appearance from time to time.

But the motor skate is a reality, after all. It is said to be the invention of a Swiss engineer, and is now actually on the market, samples of it being shown at the recent Salon in Paris. It consists of a small air-cooled gasoline motor, power not given, mounted upon a miniature chassis running on four wire-spoked, rubber-tired wheels, as may be seen from the accompanying sketch, drawn from a photograph. The motor is coupled



direct to the rear axle which carries the driving wheels, and lies almost horizontally under the foot of the wearer. As it is of the inside flywheel type familiar on motorcycles, it has few exposed moving parts. The exhaust is carried through a curved outlet from the valve to a muffler that is almost as large as the engine, lying parallel beneath and barely clearing the road. Ignition is by means of the usual battery and ordinary trembler coil, mounted on the chassis itself, while the fuel supply is carried in a tank belted to the waist of the passenger. The front pair of wheels is mounted on a small bogey truck in order to enable the wearer to steer a course, though just how control of a pair of these loose and ordinarily wobbly trucks is maintained, and why they do not turn at right angles and contribute toward sending the skater to the far beyond is not apparent. A speed of 25 miles an hour is claimed for the device on a level road, but no mention is made of how expert a foot-chauffeur the wearer should be to attain this. These self-propelling skates are being placed on the market at \$120 per pair.

#### Promoting Winter Evening Runs.

Although all the cycling organizations in this locality have no club or century runs scheduled for the winter, there are many riders who do not relegate their mounts to the attic or cellar, as the case may be, during the cool months. Cycling, to them, means just as much in winter as summer, and they are not to be denied the pleasure. To keep cyclists together during the inactive period, or rather to keep them on their

wheels, P. Wollenschlager, one of the persistent and aggressive C. R. C. A. riders, formulated a scheme whereby cyclists whom chill winds and rough roads do not affect may enjoy a weekly run every Tuesday evening at 8 P. M. The run leaves Fourth street and Eighth avenue, Manhattan, making a circumtour of the city. The run is not controlled by any club, and is open to any cyclist.

#### Odd Suit Follows Cyclist's Death.

What is deemed to be a "somewhat remarkable case" by the foreign press has just been decided by a Paris court. On May 1 of the present year an automobile passed a cyclist on the road between Paris and Melun. The motor car raised so dense a cloud of dust that the cyclist, who was completely enveloped in it, became confused, swerved across the road into the path of an oncoming car and was killed.

Actions were instituted against the drivers of both cars, the one that had actually done the damage and the one that had indirectly been the cause of it. The verdict was a fine of \$200 and compensation to the amount of \$600 to the relatives of the deceased. The driver of the first car was not only relieved of any responsibility for the accident, but a claim of \$40 for malicious prosecution in his favor was allowed.

#### Will Ask Government for Track.

Although Mexicans, Cubans and other residents of the warm countries have long been credited with not having the requisite ambition to push a bicycle, let alone race on them, such seems not to be the case. Indeed, this erroneous idea was given a hard setback last week by the welcome news from Tampico, Mexico, that a club had been formed there to conduct cycle races. It will be known as the Club Rapida Cyclista, so no doubt its members will be "flyers." The club will appeal to the municipal government for assistance and permission to construct a race track, and if obtained will promote race meets at frequent intervals.

#### Six-Day Sinners to Suffer.

The scandal growing out of the recent New York six-days' race is now receiving the official attention of the National Cycling Association. Chairman Batchelder has the investigation in hand, and from a casual remark let fall it appears certain that several of the riders who so freely hurled accusations at each other will be given an enforced period of rest, during which they may reflect on the evil of their ways.

#### More Motorcycles for Philad Iphia.

Director of Public Safety Potter, of Philadelphia, was so pleased with the results of his experiment of one motor bicycle policeman that he will ask that funds be provided for the purchase of more of them. The commissioner thinks about twenty-two additional machines will fill the bill.



## GRINDING THE VALVES

### How to go About it and Some Precautions to be Observed.

After one or two seasons' use, if not before, it will be found necessary to grind in the valves of a motor. Probably the exhaust will need attention of this nature long before its duplicate, the inlet. When this has been done once or twice in the case of the exhaust, it may be found that the operation has not brought about that improvement for which it is calculated. The compression is not good, and if the motorcyclist himself has undertaken the job, he will most likely have misgivings that he was not as thorough as he might have been in carrying it out. Repetition is apt to make matters worse, however, for notwithstanding that both valve and its seat have been perfectly ground, there is no apparent difference in the result. There is another reason that is not so apt to suggest itself to the inexperienced in gasoline engine design.

It must be borne in mind that grinding takes away a part of the facing of the valve and tends to lower it on its seat. Even though the amount be so small as to appear an utterly negligible quantity, it may be sufficient to prevent the valve from closing as tightly as it should. But once discovered, it is a matter easily remedied. Should the valve stem rest on the tappet rod, the end must be slightly filed or ground away to shorten it to an extent where it does not quite touch. It is a safe thing to allow sufficient space between the end of the rod and the valve stem to pass a thin piece of cardboard between the two when the valve is closed. If this amount of space be not provided, the valve stem will be supported by the tappet and poor compression will result.

Valve grinding is a somewhat tedious, though very simple, operation. Some flour of emery must be procured and mixed with lubricating oil to form a paste of a consistency that will not run. Smear some of this on the edge of the valve after removing the latter and do the same with its seat. The valve is then dropped back into place again, and with the aid of a screwdriver bit in a brace—the most convenient tool for the purpose, it must be revolved steadily under pressure, occasionally taking a backward turn. The work should be so placed that the pressure may be exerted directly downward upon the brace, care being taken to maintain the latter vertical, as any side pressure would be likely to cause an uneven job. After turning for some time, remove the valve and inspect the result. The latter will first manifest itself in the shape of a thin, bright ring. Apply more of the paste as necessary, observing due caution not to get any of it into the cylinder, as it would play havoc with the smoothly polished walls if the engine were run with it there. Ex-

aminations should be made from time to time to note the progress being made, but the operation cannot be considered complete until both surfaces are absolutely bright all the way round and from top to bottom. When this has been attained, wipe every particle of the emery paste from the valve and its seat.

If the smoothest surface ever turned out by human hand be examined under the microscope, it will be seen that no matter how perfect it may appear under the closest scrutiny of the unaided eye, it is actually full of inequalities, which appear like the pock marks of small pox under a powerful lens.

### C. R. C. of A. Chooses its Officers.

A. G. Armstrong, the "chainless bicycle man," has been elected to the presidency of the Century Road Club of America, to succeed P. A. Dyer, who thought it time—although he alone held this opinion—to hand over the managerial lines to some one else. Mr. Armstrong has long been identified with cycling interests, and his distinct personality has made him popular with all riders with whom he has come in contact. He will prove a worthy successor to Mr. Dyer. As a testimonial of appreciation for Mr. Dyer's faithful, untiring and generous work as president of the Century Road Club of America, the members have on the tapis a dinner in his honor, and the cloth will be spread one night in either the first or second week in January.

The other National officers, which were unanimously elected by mail vote, are as follows: First vice-president, F. H. Watrous, Chicago; second vice-president, Albert D. Rice, Winthrop, Mass.; treasurer, Harry Early, Bayonne, N. J.; secretary, Fred E. Mommer, New York City.

Fred J. Wieman of New York, and Ernest G. Grupe, of Brooklyn, were elected, respectively, centurion and secretary-treasurer of the New York division. Fred Peterson, of Newark, was elected centurion, and Chester E. Graham secretary-treasurer of the New Jersey division. The results from the other State divisions have not yet been received.

### Motorcyclists Oppose Midnight Run.

With but one dissenting vote—that of a dealer-member—it was made the sense of the last meeting of the New York Motorcycle Club that the organization is opposed to any contest that makes for the violation of the law, the secretary being instructed to forward a copy of the minute to the Associated Cycling Clubs of New York.

This was the outcome of an animated discussion of the motorcycle event that is included in the midnight New Year's race to Yonkers and Tarrytown, promoted by the A. C. C. Officials of the Federation of American Motorcyclists previously had requested that the event be not run, in order that the unfavorable legislation that is threatening might not be given grounds for passage, but two tradesmen who chance to be delegates

to the A. C. C., and who appear to have some object to serve, prevailed on the organization to let the event stand. Last year the A. C. C. attempted to include a class for automobiles in the contest, but some automobilists "sicked" the police onto the promoters and compelled them to abandon that feature.

Some of those in the A. C. C. attempt to defend their position on the grounds that the contest is styled a "run," and not a "race," and that competitors are warned not to exceed the speed limits. This is said with only an inward smile, as the prizes very naturally are awarded to the riders who are first to reach the destinations. The incentive is all against keeping within legal limits of speed.

### Giuppone Does 63 1-2 in the Hour.

Giuppone—his name betrays his nationality—on Saturday, 9th inst., at the Parc des Prunes, Paris, riding a Peugeot motor bicycle weighing 110 pounds, lowered the world's record for that type machine for all distances up to sixty-three miles, and also for the hour. His distance for the hour was 63.57 miles, against Anzani's previous record of 58.23 miles. Giuppone's time for 100 kilos (6662.1 miles) was 58 minutes 38½ seconds, against Anzani's previous record of 64 minutes 14½ seconds. The start was a standing one, and during one circuit of the track, four-fifths miles, Giuppone was clocked at 21½ seconds, equal to a speed of 69½ miles an hour. His machine, however, was fitted with numerous special parts. The intermediate times were as follows:

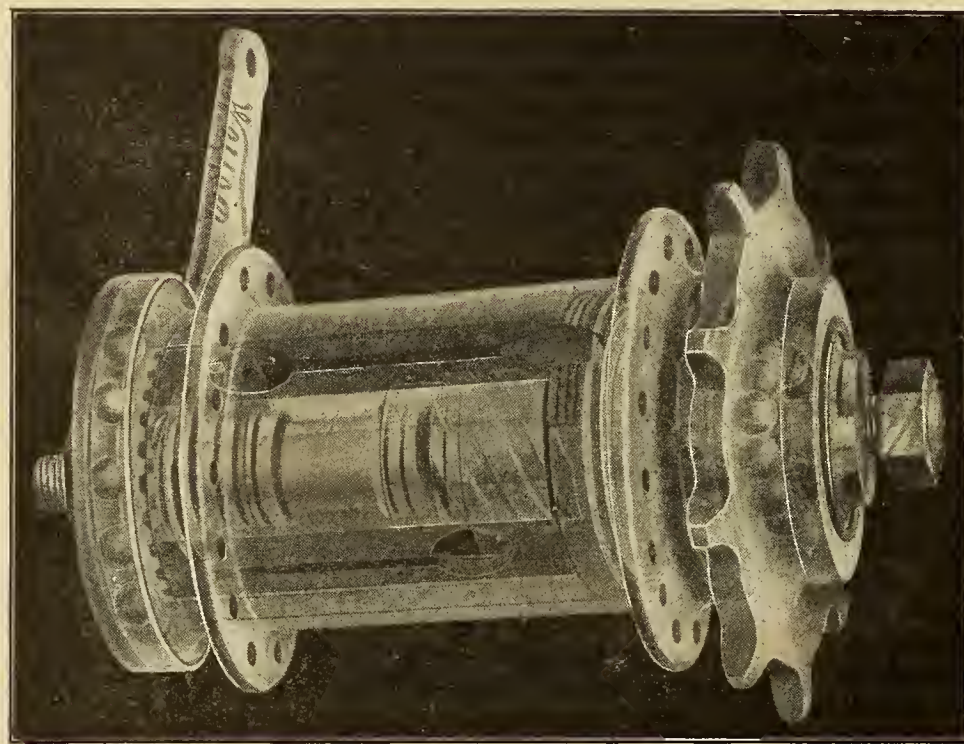
Kilos. Miles.	Giuppone. M. S.	Former Record. H. M. S.
10—( 6.214).....	5:34½	0:06:29½
20—(12.427).....	11:21½	0:13:01½
30—(18.641).....	17:14	0:19:37½
40—(24.855).....	21:08½	0:26:00½
40—(31.069).....	29:01½	0:32:28½
60—(37.282).....	34:57½	0:38:56½
70—(43.496).....	40:54½	0:44:49½
80—(49.710).....	46:51½	0:51:10½
90—(55.923).....	52:45½	0:57:31½
100—(62.14).....	58:38½	1:04:14½
Half hour, 51.538 kilos (32 miles).		
One hour 102.368 kilos (63.57 miles).		

### Track Owners Sued for the Lumber.

The Denver (Col.) Cycle Track Co. is being sued by the B. F. Salzer Lumber Co., of that city, for the value of part of the lumber used in the construction of the track, which was erected last spring. The complaint recites that the company furnished the lumber on an agreement that the members of the company would be personally liable for the value. The suit for \$2,513.17 was entered against E. H. Balck, A. W. Rutherford, Max M. Kreutz, Frank Starbird, William Gregory, John M. Payment, Adam Doerr, Henry Hegwer, W. W. Hamilton and John F. Carroll. The larger number of the defendants are young men working for small salaries who rode at the track last summer. It will be remembered that the track was closed a month after its opening because the officials held up the prizes so the riders claimed. Later it was reopened by a party of Boston promoters and professional riders. In view of the existing circumstances, it is likely there will be no racing in Denver next season.



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## GUESSING AT GRADES

**Another Illustration of How Hills Seem Steeper Than They Really Are.**

Few people are able to come anywhere near gauging the grade of a hill with the eye. Appearances are very deceptive, and it almost invariably happens that an immensely exaggerated idea of the steepness of a rise is obtained if one judges merely by sight or by the difficulty experienced in climbing it, whether on a bicycle or its motor propelled rival.

"Just how far wrong the average man who thinks he knows something about grades can go in estimating them, was made plain to me not very long ago," said a New York motorecyclist recently. "Two of my friends, who are likewise devotees of the power machine, had a dispute over the grade of a certain hill uptown, and they appealed to me to settle it. While I considered their estimates as very much out of the way, I had no better practical means of actually determining what the grade was than they had. But I remembered that instruments for this purpose are a more or less common accessory on automobiles nowadays. They are called gradometers, and act on the same principle as the mason's level; that is, the familiar air bubble in alcohol contained in a glass tube. To make them accurate, the metal containing case is cast on the arc of a large circle, and where the metal lies alongside the glass tube, a scale is provided. One of these instruments is screwed onto the automobile in plain sight, and it is only necessary to glance at it to see just how stiff a grade you are going up—it's about the same thing as reading a thermometer.

"I appealed to a friend of mine in the automobile business to settle the wager, and he took the whole party of us up to the hill in question in an automobile with one of these gradometers on it. The estimates of my opponents ranged from 25 to 35 per cent., at which I scoffed and told them it would be more 15. The hill in question looks like a young precipice, and there are mighty few bicycle riders who have ever had the nerve to tackle it. So steep does it appear when you look up from the foot of it, that even the automobile man was visibly impressed, and put it down as in the neighborhood of 20 per cent. This was taken as an indication in their favor by the holders of the end against me, and they began to give me the laugh. But when the car started up the hill the laugh shifted to the other side. At no point did the instrument record even 10 per cent; it fluctuated between 7 and 9 per cent, with the average about 8. This took the wind out of the sails of the high guessers so completely that they were disposed to question the accuracy of the instrument, and finally convinced themselves that it was no good at all. But my friend of the auto-

## American Bicycles in Royal Favor.



KING HAAKON AND QUEEN MAUD OF NORWAY.

Despite the prevalence of the automobile as an adjunct to the courts of Europe, royalty has not forsworn the bicycle altogether by any means. Norway's new rulers, King Haakon and Queen Maud, whose coronation is shortly to be celebrated, are both enthusiastic devotees of the silent steed. The king has used a Columbia bicycle for years, and his love of the bicycle as a means of

recreation in the open is said to have contributed greatly toward building up his constitution, as he was far from strong as a child. Although not so fond of outdoor sports generally as her royal partner, the queen is an ardent advocate of the bicycle. The royal pair and their mounts are pictured in the accompanying photograph, taken, of course, before they were chosen as Norway's rulers.

mobile was willing to swear by it, and just to convince the doubting Thomases, he brought us back by way of several other hills, and its verdict was always proportional to what it had been in the first instance, although disappointingly small from the viewpoint of the man who had been congratulating himself on the ability of his motorcycle to eat up hills."

### Mauil is Renominated.

Henry W. Mauil has, for the third time, been nominated for the presidency of the Bay View Wheelmen, of Newark, N. J., the annual election to take place in January. William Carr and Frank Wentz are named

for first vice-president, George Courter for second vice-president, William F. Schiller for recording secretary, Frank Drastal and Adam Heick for financial secretary, Ernst Kayser for treasurer, Fred Kraus for corresponding secretary, and Daniel Koch for sergeant at arms. John Felts, Peter Thier and Herbert Johnston have been nominated to fill the vacancy in the board of trustees, and Adam Heick, David Woehr, Herbert Johnston, George Keller, Hugh Cort, Charles Raab and Edward Wuensch are candidates for the position of governor at large. "Jovial Jack" Wuensch, the well known century rider, was unanimously selected as candidate for the club's captaincy.



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## WINTER CARE OF TIRES

### Simple Precautions That Will Save Trouble and Expense in the Spring.

"Just how many times the admonition to take the weight off the tires when putting the bicycle away for the winter has been published it would be difficult to say, but it is a suggestion of the same value to-day as when it was originally broached. Probably more so, for in the case of the motorcycle, the additional weight is apt to play havoc with the tires if the machine be merely stood away in a corner, and there were no motorcycles when this time honored bit of advice first put in appearance.

If the tires be kept inflated to the proper pressure no great harm is apt to result from permitting them to support the weight of the machine, but the rider who is so careless as to put away his mount for the winter with no other preparation, is more than likely to neglect pumping the tires occasionally, and the device that will imprison air under compression indefinitely has yet to be invented. In all probability, he will never give the matter a thought until he wishes to ride again in the spring, and then there will be a repair bill to pay before the tires are fit for service. The possessor of a motorcycle who is not averse to undertaking that amount of precaution that represents the proverbial stitch in time cannot do better than to follow the appended bit of advice issued by a tire manufacturer. Remove the tires, and with the inner tube inflated hang them up in a cool, dry room. It is also important to care for the rims to avoid the rusting which often comes to later help wear out the rubbers when put on again. A method of preventing this which has been found to work efficiently in the case of automobiles, is to put on two coats of black asphaltum, the second to be applied at least a month later than the first.

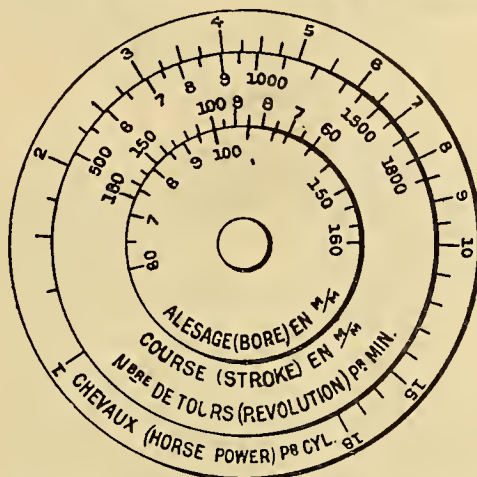
### Firebug Worries the Chelseas.

It would seem that a most persistent fire bug had fixed upon the quarters of the Chelsea Wheelmen, New-York, for the scene of his operations lately, and that nothing would suit him short of "burning 'em out." Some half a dozen fires have broken out in the club rooms during the passed few weeks, most of them occurring on Monday mornings. The last one, which occurred on Saturday, December 23, contrary to custom, was comparatively insignificant, and was easily extinguished by George Andrews, who discovered it. Fires have become so common there that Martha Hinton, the janitress, is said to keep a hose constantly attached to a tap in the lavatory. The fire marshal has been asked to make an investigation, it being said that after the latest conflagration a mass of naphtha soaked waste was found lying against the bathroom doof.

### Ready Reckoner of Horse Power.

Based upon the old idea that was so well utilized by one or two of the larger bicycle manufacturers some years ago for quickly ascertaining the gear of any machine, a French mathematician has devised a vest pocket calculator to quickly give the horsepower of a motor that should forever put an end to the darkness in which the average layman gropes on this point.

It consists of three circular disks fastened together at a common centre. The inner, or smallest, one may be revolved freely, while the two others bear a fixed relation to one another. The second row of figures represents



the stroke, the third the number of revolutions per minute or speed, and the last, or outer, row the horsepower. Reference to the illustration, which is "lifesize," will make clear the simplicity of its working. All figures are naturally in millimetres, and as at present calibrated the instrument is intended more for use in connection with the larger automobile motors than for the motorcycle. Given a motor with a bore and stroke of 100 millimetres (3.9 inches), the small disk is revolved until these figures are brought opposite each other, the position at which they are shown in the illustration. The power will then depend entirely on the speed. At 1,000 it will be seen to be approximately  $4\frac{1}{2}$ , at 1,500 it is  $6\frac{1}{2}$ , and at 1,800 it increases to 8 horsepower. Possession of such an aid should render the uninitiated forever free from the thrall of the thousand and one mathematical formulæ that have been prepared especially for his benefit, as well as the endless deep technical articles ditto.

### Six-Day Winners on the Stage.

Following the usual custom of six-day riders who win the big race, E. F. Root and Joseph Fogler, the fortunate riders this year, have gone on the stage, riding nightly match races and exhibitions. Last week Root and Fogler appeared before the footlights in a Brooklyn playhouse, and this week they are "doing" Jersey City. The itinerary for the next five weeks includes Philadelphia, Boston, Montreal, Toronto and Buffalo.

The Century Road Club Association also will hold a New Year's eve run. The start will be made from the club's headquarters, Bedford Rest, Brooklyn, at the stroke of 12, and the route to Valley Stream and return. A string of suitable prizes will be awarded.

## WESTERLY HAS A MYSTERY

### Missing Bicycles Lead to Many Ramifications, and to Uncle Sam's Fort.

Up in Westerly, R. I., there had been a mystery in connection with the disappearance of several bicycles, which presumably had been stolen, but of which no tangible clue, either to the machines or the thief, remained. Police and citizens had been equally active in the search for the thieves, but to no avail, until one recent December afternoon, when Chief Bransfield and H. P. Clark, of 35 Grove avenue, whose mount had been missing since November 14, paid a visit to a farm out on the Watch Hill Road, where one Herbert Rood was said to have a wheel newly remodeled and of partially familiar aspect.

Close investigation, unwillingly submitted to by Herbert, revealed the fact that he was using the frame of Clark's machine, fitted with the wheels of another, and the saddle and pedals of a third. Later, the front wheel of the Clark bicycle was discovered badly smashed, and the remainder of it, practically speaking, was found in the possession of Fred Gorman, who has charge of the Misquamicut Golf Grounds. Fred had found the whole outfit behind a stone wall, where it had apparently laid for some time, and needing a few extra parts for himself and a few more for his friends, had assumed full charge of it.

Two other machines were at one time and another discovered behind stone walls along the Watch Hill Road, and then it dawned upon the police mind that the soldiers of Fort Mansfield might be able to explain something of the mystery. Being in town, and having no means of transportation back besides the gravel train, it would seem a cute thing to do to borrow a bicycle for the trip, and abandon it when within easy walking distance of the fort. One more machine remains to be accounted for, and in the meantime a little investigation is supposed to be in progress among Uncle Sam's own boys in blue at the fort.

### Cycle Club Plays Santa Claus.

Pursuant to their annual custom, that energetic club of New Jersey cyclists, the Bay View Wheelmen, of Newark, made over 400 little children happy on Christmas Day. The wheelmen "planted" a gaily decorated tree in the gymnasium of the club and prepared nearly 500 Christmas boxes, each of which contained a book, candy and fruit. Every child that called in the afternoon was given a box. In the evening an entertainment for the grown folks was provided.

### Why McKesson Favors Motorcycles.

George McKesson, business manager of the Toledo (Ohio) Board of Education, uses a motor-bicycle as a means of getting his work done. "I do not see how I could get along without a machine of this kind," he says. "I go over the city several times a week, and I do not believe that there is anything that would enable me to get so much work done as a motor-bicycle."





# Finest Line of Bicycles Ever Offered.

COLUMBIA .....	Price	\$40.00—\$50—\$60—\$75—\$85—\$100.
HARTFORD .....	"	\$25.00
CLEVELAND .....	"	\$40.00—\$75.00
WESTFIELD .....	"	\$25.00
TRIBUNE .....	"	\$40.00—\$100.00
STORMER .....	"	\$25.00
RAMBLER .....	"	\$40.00—\$50.00—\$60.00
IDEAL .....	"	\$25.00
CRESCENT .....	"	\$25.00
MONARCH .....	"	\$25.00—\$40.00—\$50.00
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## JUVENILES.

FAY .....	}	26-inch wheels,	\$25.00
CRESCENT .....		24 " "	\$22.50
IDEAL .....		20 " "	\$20.00

If all these lines are not represented in your town, apply for agency.

See full information in our catalogue, which will  
be mailed on request.

**POPE MANUFACTURING COMPANY**  
HARTFORD, CONN.



## "BAITING" THE COPPER

**Second Attempt has an Unexpected Result  
but the "Baiter" goes Free.**

"It was fully a month before the same crowd went out together again," said the old cyclist when asked what had happened to him on the second occasion of "baiting" the policeman to prove that the latter now pay no attention to lawbreaking cyclists. "I had begun to repent about having been so rash as to undertake the thing at all, and had some misgivings as to whether I would return awheel or have to leave my bicycle at the station house as bail and take the trolley car back, for I was not flush that week, and didn't have more than the price of a small fine in my pocket." I accordingly resolved to keep mum. The plan worked beautifully for a little while. We had left our starting point and had ridden almost two or three miles without anyone thinking of prospective fun at my expense, but unfortunately for me we were heading straight for the scene of my former exploit, and I was afraid to propose a change of direction through fear of directing attention to my purpose.

"I knew to a certainty that a sight of that dip in the boulevard where Depot Lane crosses it would bring to the mind of my companions my promise to repeat the trick, and that there would be no sidestepping it with good grace. And events turned out as I feared, though I found out afterward that it was all part of a preconceived plan; every one of the crowd had been let into the secret but myself, and every one had sworn to avoid any reference to the thing. The ride was to be right over the old ground, and when they arrived there, one of them had been detailed to remark inadvertently in a surprised tone that this was where it was my turn again, and that's just how it happened. That long-legged animal, Whiteman—you remember him—did the surprised act so naturally that I felt like 'swatting him a few,' but managed to control my temper. If I hadn't been so all-fired busy diverting the attention of the others into lines of conversation as far as possible away from the subject, I might have had time to notice that every one of them was simply boiling over with trying to keep the secret. That's usually the way, though; a man becomes so engrossed with the surpassing cleverness of his own scheme that he never stops to consider that the other fellow may be scheming, too.

"Of course, there was nothing whatever to do but submit gracefully; it was too late to crawl. There between the two hills was the convenient policeman—only one of them this time, and he had a motor-bicycle. You remember my end of the bet was that I could ride past any one on the force at top speed and not be 'pinched,' the stakes to be mine if I won the bet two out of three. Come

to think of it, that last was rather a foolish provision, because if I had been haled up on either the first or second occasions, I'm afraid even an accusation of having done the baby act would not have been sufficient to make me take another try at it. That place at the cross road at the bottom of the hills seemed to be a favorite resting place for the coppers, and it suddenly dawned upon me that the one down there might be the same fellow that I had almost bowled over several weeks before. All policemen look alike to me, and as I strained my eyes to take in the details of this one's face, it seemed to me I noted a resemblance. Such is the power of imagination that in a few minutes more I was sure I recognized him.

"That was my undoing, if I had only



NEW YORK BRANCH 214-216 WEST 47TH ST.

known it. They all looked to me to propose the details as on the previous occasion, but before doing anything else I jumped on my wheel and told them I was off to take a look at the peeler first, and it would be all off if that happened to be the same one. Two or three of them mounted and followed after me. I rode down the hill slowly, so as to get the benefit of as long a look as possible at the minion of the law with the motorcycle, and he regarded my approach with the half curious look of one with nothing else to do. When I was twenty-five feet away my preconceived recognition began to dwindle, and when I got opposite I knew I had never seen him before. Two of my companions dismounted and engaged him in conversation, while I kept up the other hill, accompanied by a corporal's guard—probably to see that I didn't scoot when I got there. With such a start they never could have caught me. Unfortunately, such an idea never struck me.

"The forces were now divided into a large group on the opposite hill, the policemen and two of the crowd hobnobbing with him down

in the hollow, and myself with two more on the other hill, so it looked as if the time were ready for the fun to begin. I mounted and started down, and when within a hundred yards of the bottom I was going so fast that it was an effort to make my feet keep time with the pedals. That hill is pretty steep, if you remember it. But this time I kept my wits about me; I had no desire to have such a close escape from bowling over the whole outfit, so I kept well to the middle of the road. It was well I did, because the copper started to mount almost before I passed him, and the result might have been disastrous if I'd been any closer. As I look back on the whole affair, it is the great wonder to me how I could have been so monumentally stupid as to not suspect any of them, but I didn't and won't spoil the point of the story by anticipating it.

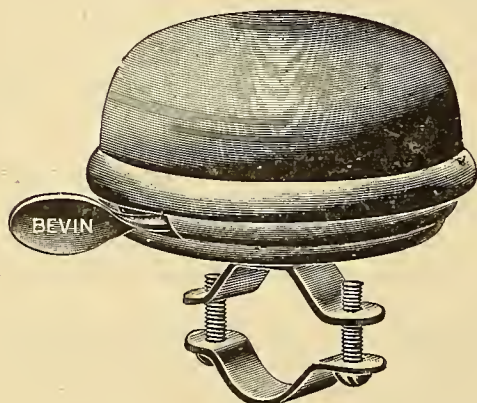
"I knew I had lost before I heard the first preliminary puffs of the motor bicycle coming behind me, for I had seen the preparations for a start. I was moving at such a speed, though, that I was fully half way up the next hill before the power machine got under way. I knew I didn't stand a ghost of a chance in trying to beat it out, and had no intention of trying to make a run of it, but the machine only gave a few coughs and stopped, and the copper had to pedal; then it gave a few more and repeated the performance. It's bad enough to pedal a push machine up such a grade, and the copper was having no easy time of it, because he was getting no help from his power. It suddenly occurred to me that under the circumstances I might be able to make a getaway after all, and I began to pump for all I was worth. The crowd on the top of the hill took in the state of affairs as quickly as I did, and, afraid that they wouldn't be in at the death, formed a line across the road. I had gained a good lead on the copper and was going well, so I didn't let the barrier phase me any.

"I made right for a weak spot in it, and when they saw I meant business they opened and let me through, and none too quickly, either; another thirty seconds and there would have been a collision and a general mix-up. There's a good down grade on the other side, and it was lucky for me, for it gave me a chance to limber up after the steep hill. The whole bunch mounted and were after me like a pack of hounds in full cry behind a fox. But still nothing of the motor-bicycle; it seemed to me that it was going to be an easy matter to escape, after all. The crowd only followed to see the fun; they didn't try to stop me. We had ridden almost a mile and were slackening a bit, when, sure enough, we heard the rapid fire crack of a motorcycle coming along at top speed, and just as surely, too, was it that same policeman. There was no uncertainty about the coughing now; the thing was going like a machine gun. He was among us almost before I had time to make up my mind whether or not to keep on. It would have been a waste of strength at best. He

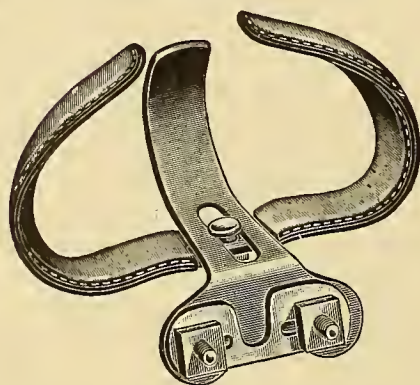


# THE "Good Old Standbys"

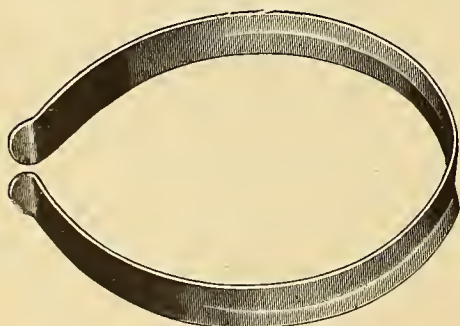
## BEVIN Bells



## BEVIN Toe Clips



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Prices as Interesting as ever.

**Bevin Bros. Mfg. Co.**  
EASTHAMPTON, CONN.

didn't know who to arrest at first, but the looks of the others in my direction told him where to find me. He was so mad at having had to pedal the heavy machine up that stiff incline that I think he was willing to take in the whole crowd.

"But he was civil enough about it, I'll admit that. He told me I'd have to go along with him, and that it would cost me at least ten. Small consolation for me and occasion for inward gloating on the part of the rest of them. In a few minutes we were joined by the two pairs who had escorted me, and they seemed to look relieved that I hadn't got away. Then the whole outfit started off toward the station in tow of the policeman, and the aggregation grew with every block we went until it seemed to me there would be a thousand bicyclists by the time we got to the lockup. Of course, I was chaffed on all sides. I was the butt of every joke they could think of, but I reminded them that they hadn't won their bet as yet, as this was only one out of three; the game was then "horse and horse," but that didn't have much effect on the fun they were getting out of it. The procession continued along slowly for some distance, and then, as at some preconcerted signal, the whole bunch dismounted; that is, all who were in the game. I did likewise, and the copper broke it to me gently that he thought he had no real good cause for taking me up, and that if I'd promise to be good he'd let me off that time. This to the accompaniment of grins and repressed laughter on the part of the rest of them. We shook hands and he went back to his post.

"It's easy enough to guess the rest; the whole thing was a put up job. The pair that had stopped down at the bottom of the hill had fixed it up with the policeman. It wasn't his fault that he hadn't caught me sooner, and if it hadn't been for the crowd that collected, I think he would have carried the thing a little further and taken me almost to the station. There's one question yet to be decided, and that is, who won the bet? I haven't been 'jugged' in two out of three, and, all things considered, I think the joke is on the crowd."

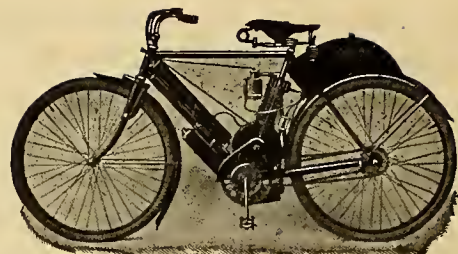
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5 H.P. Double Cylinder Motorcycle,  
2 1-2 H.P. Single Cylinder Motorcycle,  
Detachable side car,  
Detachable deliver car, rear seat attachment,  
Motors, carburettors, coils, and accessories sold  
separately.

Send for catalog or see us at the  
69th Regiment Armory Show in New  
York, Jan. 13th to 20th. Gymnasium  
Floor.

**G. H. CURTISS MFG. CO.**  
Hammondsport, N. Y.

# THE



# INDIAN

## Closed the Season

as it commenced it, i. e., with

## VICTORY.

The final events of the year,

THE

## Brooklyn M.C. 25 Miles Road Race

AND THE

## New Haven (Conn.) Hill Climb

WERE BOTH

## WON ON INDIANS

In the road race seven of them started and they finished 1st, 2d, 3d, 4th, 5th and 6th, the slowest of these Indians making three minutes faster time than all of the twelve other contestants.

In the hill climbing contest ( $\frac{3}{4}$  of a mile) Indians finished 1st and 2d, one second apart, the latter being 56 seconds ahead of the third man, and *both Indians beating the fastest Automobile (40 horse power) by 45 and 46 seconds respectively.*

"An ounce of performance is worth a ton of promise."

Will promise or performance decide your purchase?

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Springfield, Mass.

We will exhibit at the A. C. A. Show,  
69th Regiment Armory, New York, Jan-  
uary 13-20. Space on Main floor.



## GOOD ROADS MOST POPULAR

### Official Canvass of Vote Proves it—Preparing Now to Build the Roads.

Not until this week was it officially announced that the \$50,000,000 good roads appropriation had been passed at the last general election in New York State, along with the six other constitutional amendments which came up for decision at that time, and that, too, with practically a two-thirds majority.

Although it had been understood pretty generally that the amendment had been passed, the exact figures were in considerable doubt, and the full significance of the victory for the good roads movement could not be appreciated. The results, which were duly certified to on Thursday by the State Board of Canvassers, at Albany, show that this sixth clause, which is technically known as an amendment to Article 7 of the Constitution, received nearly six thousand more votes than did either of the other measures, and that it passed by a majority of 383,188 for, as against 117,181 in opposition to it.

As will be remembered, this result completes the ratification of an amendment which was first passed by the legislature of 1903, was again sanctioned by the legislature of 1905, and has now become fully established by the final decision of the people. As it stands, it permits the executive body of the State to bond itself annually in the sum of \$5,000,000 for ten years, the entire amount to be outlaid in the construction of State highways according to a most ingenious system of division of the cost between the corporations of the towns which receive the most direct benefit from the improvement, the counties in which they are situated, and the State: by which means the quality of the roads constructed will be absolutely uniform as far as is possible, and the cost to the local, and frequently impoverished communities, which are most in need of the improvement, will be merely nominal.

The work of constructing the highways is already well under way, in accordance with the provisions of the Fuller-Plank law, and the Higbie-Armstrong Good Roads law, several thousand miles being already complete and as many more being in immediate contemplation. The passage of the new law will, however, forward the work considerably, and will insure the completion of 1,400 miles of road, which are included in the scheme within the period covered by the bond issue. As summed up in his recent annual report, State Engineer Van Alstyne gives the conditions which at present obtain, practically as follows:

Since the Higbie-Armstrong Good Roads law went into effect in 1898 up to December 1 last, fifty-one counties have petitioned that 6,900 miles of roads be improved. Of this amount plans for such improvements have

been approved by county boards of supervisors, embracing 2,038 miles of road.

Of the 2,038 miles approved by supervisors, 704 miles have been constructed, leaving 1,334 miles, the total estimated cost of which is \$12,627,398, of which the counties have appropriated one-half, or \$6,313,699. The State has appropriated nothing toward the other half.

From the above statement it appears that the coming legislature should appropriate \$6,313,699 to provide the State's share of those roads that have already been approved by the various boards of supervisors, who have made an equal amount of money available. It is probable that before the legislature adjourns at least \$1,000,000 more will be appropriated by the counties, making it necessary for the legislature to provide about \$7,000,000 during the session of 1906 to equal the amount appropriated by the counties. It is very desirable, says the State Engineer, that this or some other amount of money be made available as early as February, 1906, so that the roads may be advertised and the contractors can make arrangements to secure the necessary plant, machinery, tools, labor, etc., for starting their work at the earliest possible date.

The State Engineer recommends that the roads improved under the Higbie-Armstrong Good Roads law be maintained by the State from funds obtained by the taxes now paid by the abutting property owners and from a tax to be paid by owners of automobiles for licenses, supplemented by such State money as might be necessary to keep the roads in a proper state of repair. The last amount should not be much greater than is now paid out by the State under the Fuller-Plank law toward maintaining the State built roads in the money system towns. To carry out the provisions of the Fuller-Plank law next year the State will have to appropriate \$500,000.

It is probable that in the near future the State will have to provide a new prison. The State Engineer recommends that the site of this prison be located where the able-bodied male prisoners may be usefully employed in operating a plant for crushing stone to be used in the building and repairing of State, county and town roads and such other improvements as may require the use of broken stone. During the construction of the barge canal there will be millions of cubic yards of rock excavated at different places along the line of the canal and placed in spoil banks, where, under the terms of the contract, the excavated rock remains the property of the State.

The State Engineer suggests that the site of the prison be located on the west bank of the Hudson River, where trap rock can be used without injury to the scenery of the Palisades, or adjacent to one of the spoil banks, where the stone necessarily excavated for the barge canal may be crushed for use on the public roads and works of the State.

He also recommends that the Higbie-Armstrong Good Roads law be amended to per-

mit the planting of shade trees on roads that are macadamized. These trees will eventually keep the shaded macadam roads from drying and ravelling out and thus decrease the cost of maintenance.

### How Wide Tires Help Highways.

Troy, N. Y., has as a member of its Board of Supervisors a man who has the courage of his convictions. He has, accordingly, drawn up an ordinance providing for the use of wide tires on all wagons carrying heavy loads through the streets of that city on and after March 1, 1907. This has been pending before the ancient city's lawmakers for some time, but, blinded to the ultimate interest of the people they represent by a lack of foresight that does not permit them to look beyond the immediate present, most of the gentlemen in question have refrained from coming to the support of the ordinance.

One bright supervisor from a country town admitted that he was convinced that wide tires were necessary to preserve the country roads, and were an actual advantage to the farmer, still he disliked to vote for a measure that imposed an involuntary tax upon his neighbor. The much greater burden of taxation imposed upon the same farmer by the failure to use wide tires evidently never struck him. It is almost superfluous to state that wide tires are road makers and narrow tires road breakers, nor does it require any special scientific attainments or knowledge to appreciate the amount of damage a heavily loaded wagon with ordinary sharp, narrow and rounded tires can do on the best of roads. But beside the immense saving in road maintenance brought about by the use of tires proportioned to the load to be carried, there is the further great advantage of increased hauling capacity with the same or less power. Numerous tests with the dynamometer by national and State experiment stations have proved that ordinary teams can haul 40 per cent. more weight with three-inch tires than with two-inch. A test in Missouri showed that 3,248 pounds could be hauled as easily on three-inch as 2,000 pounds on two-inch tires.

Mention has been made times innumerable of the system by which such Continental countries of Europe as France and Germany have maintained their vast network of floor-like roads in a condition that is equalled in no other part of the world, but it is a story that will bear endless repeating, at least, until it is taken to heart. Germany requires even light vehicles to have tires of a minimum width of 2½ inches, and both this and other European governments compel all road users to construct their vehicles in a manner that will impose the least possible wear on the road surface. In France every market wagon and car is a roadmaker; the tires are from 3 to 10 inches wide, the average being from four to six inches, and the rear axle is more than a foot longer than the fore, so that the track of the rear wheels is fully one inch outside of that of the forward pair.



**Peculiarities of Pognon's Plug.**

Automatic regulation of the sparking gap is an advantage claimed for the 1906 model of the Pognon sparking plug. Normally, which means when the points are cool—only a distance of four millimetres separates the points, but as the engine heats up the central rod carrying one of the platinum terminals expands in length from the centre of the plug and carries its point away from its fel-

low on the body of the plug, the amount of expansion permitted just being sufficient to cause the formation of the proper gap for the spark when the magneto is running at full speed.

For this reason it is claimed to be the plug par excellence for starting directly on the magneto. The porcelain of this plug is in three pieces, forming air chambers and passages all around the conductor, which

touches the blocks only at the outer end, through a fitted ring; and between the inner and centre block by means of another ring or distance disk. No cement is used in its construction, so that it may be readily dismounted.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York. \*\*\*



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## BUY YOUR BICYCLES AND SUPPLIES.

*All Standard Goods and Supplies for Bicycle and Automobile Builders and Dealers.*

SEND FOR CATALOGUES.

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# Veeders Better Than Ever!

Regular 10,000 Mile.  
Cyclometer.



Price, - - - \$1.00.

The right hand figures represent tenths of a mile and are in red. The above instrument reads 1,437 and 5-10 miles. We can supply the same instrument with reading in kilometers or in Russian versts. The cut is full size.

In spite of everybody telling us that we made the best cyclometers in the world and that our instruments could not be improved, we have nevertheless gone ahead and improved them.

Note the new star wheel. It has broader prongs, so that the striker has a better surface to hit. It also weighs about half as much as the ordinary star wheel. This lessens the tendency of the star wheel to "spin" at high speeds. Meanwhile the rest of the cyclometer is kept up to Veeder standards.

The New Trip Cyclometer.



Price, - - - \$2.00.

The cut shows the exact size of the instrument.

As in the case of the Regular Cyclometer, the right hand figure on each dial represents tenths of a mile, the figures being red. The other figures are black and give the miles. We can supply readings in kilometers or in Russian versts.

THE VEEDER MFG. COMPANY, Hartford, Conn.



# The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LII.

New York, U. S. A., Saturday, January 6, 1906.

No. 15

## FISK FIGHTS FOR LOW RATES

**Files Complaints Against Western Railways—Freight Charges Exceed Express.**

The Fisk Rubber Company of Chicopee Falls, Mass., has filed with the Interstate Commerce Commission a complaint against railways operating west of Chicago, alleging the existence of unreasonable and discriminating rates on rubber tires for bicycles and other vehicles.

The complaint is directed against the Atchison, Topeka & Santa Fe, the Chicago & North Western, the Chicago, Burlington & Quincy, the Chicago, Milwaukee & St. Paul, the Chicago, Rock Island & Pacific, the Colorado Midland, the Denver & Rio Grande, the Great Northern, the Missouri Pacific, the Oregon Railroad & Navigation Company, the Oregon Short Line, the Southern Pacific, the Union Pacific, the Wabash Railway Company, and the Wisconsin Central Railway Companies.

This complaint is one of seven distinct charges, and is based on the grounds that the charges on rubber tires in the territory through which the defendant companies operate is excessive. The excessive charges are chiefly due to classification. In the southern territory rubber tires are carried as first class material, while in the territory in which the defendant companies operate a rate of two and two and one-half times that of the first-class materials is charged according as to whether the tires are inflated or deflated. This rate makes the charge on less than carload lots in the territory operated by the defendant companies in excess of the express charges to same points.

The action taken by the Fisk Company is not in any way connected with the present railroad rate agitation, and its only significance is in the classification of rubber tires in general. While the Fisk Company is the complainant in the case, practically all the rubber interests in the country are interested and are in sympathy with the movement and are parties to this action.

The complaint filed by the Fisk Company is made with the view of bringing the matter before a public tribunal, there to discuss

whether or not the rates of present charge are excessive. The company is of opinion that rubber tires are just as desirable freight as any other commodity, and believe that the charges for sending the same over the railroads should not be any higher than other materials.

## Minneapolis Dealers Elect Leaders.

At the annual meeting of the Minneapolis Cycle Trade Association on the 2d inst., the following officers were chosen for the ensuing year: President, S. Stevenson; vice-president, W. Edwards; treasurer, O. Fens-termacher; secretary, E. H. Hammer. At the meeting a committee was appointed to wait on the city clerk and urge that cyclepath tags be made ready before the opening of the riding season.

## Wagner Will Be in Armory Show.

The Wagner Motor Cycle Co., St. Paul, Minn., also has secured space in the A. C. A. Show in the Sixty-ninth Regiment Armory and will stage their 1906 model, which incorporates a number of improvements. Harry S. Lyons, the Wagner's New York representative, will be in charge.

## Campaign Committee to Meet on 16th.

The meeting of the Advisory Committee of the National Cycle Trade Association, which is to have direction of the "Ride a Bicycle Campaign," finally has been fixed for Tuesday, 16th inst., at 10.30 a. m. It will be held in the Victoria Hotel, New York.

## Breeze has Two-Cycle Motor.

George Breeze, of the Breeze Motor Co., Newark, N. J., has invented a two-cycle motor specially designed for motorcycles. He believes that it will permit of the construction of machines weighing 75 pounds or less.

## Slee Gets Into the Chamber.

J. Noah H. Slee, president of 3-in-One, has been elected a member of the New York Chamber of Commerce.

## Coolidge Sells to Howleys.

The Coolidge Cycle Company, Rutland, Vt., have sold out to Howley Bros.

## FAILED TO FOLLOW LAW

**New Departure's Suits Bring to Light Its Own Lapse, Which Affects Result.**

No little amusement has followed the peculiar and rather unusual turn given certain litigation instituted by the New Departure Mfg. Co., involving the patents on that once widely known coaster brake.

Claiming that their business was being affected by the defendants' sale of coaster brakes, which are alleged to infringe their patents, the New Departure people filed suits against at least two Eastern jobbers. As the litigation had been long deferred it created some comment that quickly died away. This comment, however, was a mere ripple compared with what has arisen since the position of the New Departure interests was made plain.

It appears that before the defendants' attorneys had gone very deeply into the matter, they found that the New Departure Mfg. Co. had been marketing their coaster brakes without any sign to show that they were covered by patents. Neither the device itself nor the boxes in which it had been packed ever had borne either the patent numbers or the word "Patented" as is required by law.

The defendants, of course, promptly made the most of this lapse, which means that even if the New Departure Co. obtains a judgment of infringement it cannot collect either royalty or damages—in other words, its litigation will prove largely a "water haul."

The chuckling that has ensued has caused the New Departure people to put up a bold front.

"We purposely omitted that information," one of them remarked a few days ago. "We didn't want people to know under what patents we are operating."

## Moss Files Bankruptcy Bill.

E. M. Moss, a dealer in bicycles and sporting goods at Hopkinsville, Ky., has filed a petition in bankruptcy. His liabilities amount to \$3,600 while his resources are claimed to aggregate \$5,000.



## WORK ALMOST DOUBLED

### Tests Show this Result on Warm Pavement —How they are Conducted.

Few cyclists of the old school but what have since come to the conclusion that asphalt is "dead"; it is entirely lacking in that spring of the well laid macadam or the smooth trodden earth side path. Some have even noticed that it is "deader" than usual in warm weather, but it is doubtful if any have ever given the matter any further consideration than this. It does not take long to discover that it makes tiresome riding in the heat of midsummer and none is in a better position to find this out than the cyclist. Of course, it imposes an even greater tax on the motorcyclist owing to the added weight of the machine, but as long as the motor continues to run he finds he can stand it and probably does not notice the difference.

Doubtless, however, it will come as a great surprise to even the most hardened of pedal pushers to learn that this "difference" has been found to amount to 40 per cent. That is, not less than 40 per cent. more energy is required to ride over the soft, soggy surface brought about by a high temperature and the solid and unyielding level that the same surface presents in cold weather. These adjectives do not apply to it in reality, of course, for it is only soft by comparison and the slight weight of the cyclist or of his heavier confrere the motorcyclist does not make any actual impression on it such as that left by the ponderous truck horses and their equally heavy load. The latter leave visible evidences of the retarding effect of the asphalt pavement upon their progress on a very warm day, but while it is not apparent to the cyclist the effect is there just the same and in exactly identical proportion, weight and speed considered, as in the case of the horse and wagon that actually make tracks upon it.

Just exactly the degree of retardation exercised on the progress of the cyclist on warm asphalt as compared to the same pavement when cold must be merely a matter of calculation for there is no way of gauging it, but how much it amounts to proportionately has been accurately ascertained with the use of electric automobiles, as well as the comparative efficiency of solid and pneumatic tires and the increased amount of energy required to propel a vehicle through sand and mud. This makes the difference a matter of mathematics instead of leg work and the comparative efficiency of the solid and pneumatic tire on smooth, sandy and muddy roads, and on asphalt when warm and cold, has been made the subject of considerable experiment.

In order to arrive at any satisfactory conclusion it was found necessary to devise a means of ascertaining the instantaneous value

of the amount of power required to drive an automobile at any given moment under the varying operating conditions afforded by city streets and country roads. Although the power consumption of different types of automobiles has been given a great deal of attention, forming the subject matter of a number of articles in the technical press as well as of numerous papers read before scientific bodies, it has up to the present proved well nigh impossible to obtain satisfactory records of the performances of a car.

In the case of the gasoline type it is practically impossible to take indicator cards showing the compression and expansion in each cylinder simultaneously, together with the speed of the car; with the steamer, while it is a simpler problem it is a difficult matter to take accurate readings of the power being consumed at any given instant. With the electric automobile, however, it is possible to measure the voltage and amount of current simultaneously and the matter of obtaining the speed presents no great difficulty. To make and preserve a record of all three essentials in convenient form, there has been devised a graphic recording meter, the principles of which are based upon those employed in the apparatus constructed by the General Electric Company for testing street cars.

It consists of a spring-actuated roll of paper which is caused to pass beneath two automatic pens terminating the pointers of the voltmeter and ammeter. The paper may be regulated to run at any speed desired. It is ruled longitudinally into spaces calculated to represent a known unit, such as ten or fifteen amperes, the pens being arranged to pass across it from side to side in the course of its travel. A chronograph attachment automatically records intervals of five seconds on the same strip of paper, and an electric current adapted to be closed by a contact with one of the front wheels records every revolution of the latter on the strip. It has been found necessary to use one of the front wheels instead of a driving wheel owing to the slip of the latter. The data of elapsed time and revolutions per minute thus recorded simultaneously with the amount of energy consumed supply a basis upon which the relation of the latter to the speed may be readily figured. The working of the instrument is, of course, automatic throughout. The chronograph record and number of revolutions per minute of the wheel are easily reduced to miles per hour. The apparatus complete weighs 150 pounds and is so delicately adjusted that it must be suspended on springs in order to avoid the jarring encountered even in the city streets.

Co-operating with the principal makers of electric vehicles, a series of tests was carried out in order to determine the amount of energy consumed by various cars on different classes of pavements and with different tires. The cars used in these tests ranged from the small single-seated runabout up to the large five-ton trucks

used for the transportation of heavy merchandise. The grades and pavements selected for the tests were as follows:

TABLE No. 1.		Percent.
No.	Material.	Grade.
1.	Asphalt .....	Level
2.	Macadam .....	1.1
3.	Macadam .....	Level
4.	Belgian block .....	9.5
5.	Asphalt .....	4.7
6.	Macadam .....	3.75
7.	Asphalt and brick .....	3.12
8.	Asphalt .....	2.25

One of the courses selected was in New York City, extending from Sixtieth to 110th street on Fifth avenue. The temperature was taken of both the pavement and the air at different periods throughout the tests. The following table gives the result of these tests, the numbers in the first column referring to the grades given in table number one. The second column gives the draw bar pull per ton weight of car; these readings being the averages taken for seventeen different vehicles. The third column gives the average speed of each test in miles per hour and the last column shows the type of tire employed.

TABLE No. 2.				
Grade	Draw-bar	M. P. H.		Type of
No.	pull.			tire.
1	40	12		Solid
1	50	12		Pneumatic
2	48	11		Solid
2	66	10.5		Pneumatic
3	41	12		Pneumatic
3	49	12		Solid
4	250	5		Solid
4	270	5		Pneumatic
5	132	7		Solid
5	150	7		Pneumatic
6	114	8		Solid
6	128	8		Solid
7	95	8.5		Solid
7	119	8.5		Pneumatic
8	85	8.8		Solid
8	103	8.8		Pneumatic

The difference in the consumption of power when running on wet and dry pavements was discovered to be so small that the additional tractive effort required when the pavements are wet may be neglected, skidding not considered.

The most remarkable thing brought to light by these tests was the tremendous influence of the varying states of the atmosphere upon the amount of power required to attain a certain speed, when running over the same stretch of road under exactly the same operating conditions, but on different days. The difference in the power consumed amounted in several instances to 22 per cent., while in one case a variation of 72 per cent. was indicated with the same car and the same tires. And this great difference was found to be due to nothing more or less than the temperature of the asphalt pavement, as the tests lasted for several weeks and were carried on at different times of the day. How greatly the



## ARMAC ATTRACTIONS

They are Numerous in the New Model—  
Novel use of Top Tube.

As one of the concerns that has put a deal of ripe thought and well directed energy into motorcycles, the Armac Motor Co., formerly of St. Paul, and now of Chicago, naturally might be expected to signalize the new year by some notable innovations and refinements. They have not disappointed expectation.

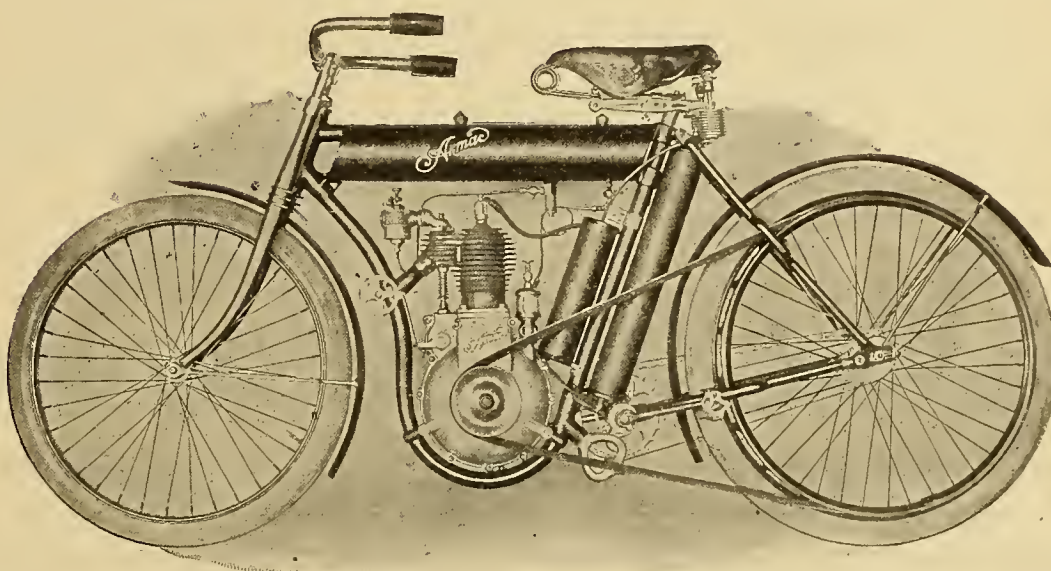
The motor itself, although reduced in weight, develops fully 3 horse-power by brake test and has been improved in mechanical construction and design. The

hard fibre tube which has automatic connections (no wiring inside) and which is absolutely water proof; short circuits or broken connections are claimed to be now impossible.

The extension fork sides are still used and the two post handle bars have done away with all danger of a fall by twisting of handle bars when in sand or on rough or muddy roads. The 26 inch front wheel is claimed to add an element of strength.

The transmission is by imported V belt, requiring no idler; the one-piece auxiliary rim has 20 lugs for fastening.

The equipment includes 2 1/4 inch G & J Motorcycle tires, Persons Royal Motor Seat, Special Four lead coil, Breeze Automatic carburetter, Sherwood Combination Oil Feed and a control from the grip by



bore is 3-inch and stroke 3 1/2 inch. The same as on the 1905 motor, but the construction of the one-piece cylinder has been greatly improved by casting an air passage between the explosion and the exhaust chamber, insuring even contraction and expansion of cylinder and setting the valves and springs away from the heat of explosion chamber, thus insuring perfect cooling of all parts.

The design of the case has been improved and the gears are easily accessible by simply removing a gear covering on the outside of case, making the resetting of gears, if ever it should be necessary, a matter of a very few minutes.

The motor is still placed low down in a loop frame and in an upright position. The motor is hung below a line drawn from hub to hub, thus placing the weight below the center of gravity and giving a perfectly balanced machine.

One of the distinct innovations is in the construction of the frame, of which the gasoline and oil tank are now an integral part. The top bar of frame is a length of 4 1/2 inch Shelby tubing, copper plated on inside and used as the fuel tank; it strengthens and lowers the frame and seems a positive assurance against leaky tank, the whole adding to the appearance.

Three standard dry cells are placed in a

Bowden Wire system. Needle valve of both oil and gasoline are placed on the top of tank where they can be easily reached while riding and adjustment of either can be made without dismounting.

In designing the 1906 Armac the makers have produced a motorcycle to fill the increasing demand for a thoroughly practical machine for all around business purposes and one that has ample power to take side car attachment or delivery box.

## When the Battery is Gasping.

One of the most misleading and unaccountable faults that will occasionally happen to stall the motorcyclist by the wayside may be traced to the use of a battery that is putting forth its last gasps before finally relinquishing its hold on life.

A battery in such a state will supply sufficient current upon which to start readily, and will run it for a comparatively short distance without misfiring, but it will very shortly begin to "lay down"; it will cause the engine to miss more and more, and finally to stop. The outward signs are so similar to those brought about by a failure, temporary or otherwise, of the gasoline supply to the carburetter that the victim is frequently led to hunt in the direction of the latter, even to the extent of taking this essential to pieces.

temperature of this pavement affects the consumption of energy may be judged from the fact that a difference of fully 40 per cent. was found between operating a car on warm and cold asphalt, as already stated.

Where the performance of the tires alone was concerned, it is interesting to note that while the pneumatic tires are less efficient than solid tires when operating on smooth pavements, the experience of the cyclist, to the contrary notwithstanding, as they absorb fully 15 per cent. more energy, they are far more efficient on rough roads. The reason for this is apparent when it is borne in mind the well known fact that pneumatic tires are compressible. Solid rubber is actually not quite as compressible as water and as the latter is compressible only to a negligible fraction of its volume this speaks for itself. The natural result of this is that a pneumatic tire will run over or around any small obstacle in its path, the tire being indented rather than tending to raise the vehicle, while the solid tire must either rise over any obstacle or else the rubber will become distorted out of its true shape. It is this continual lifting of the car, or in the case of the cyclist, of himself and his mount, caused by the innumerable small obstructions which form the surface of a rough road, that consumes the extra amount of energy and makes the solid tire less efficient for such service.

The tests further showed that equipping the pneumatic tires with any form of non-slipping device, such as leather treads, caused the consumption of more power than where plain pneumatic tires were used. The steel studs used in these leather treaded pneumatic tires were in fact, shown to bring about a decrease in speed of fully 10 per cent. with the same amount of power. Taken as a whole the results proved conclusively that it is impossible to demonstrate the true saving in energy brought about by the use of such devices as pneumatic tires or ball bearings by simply running them at high speed over a level road. Atmospheric conditions vary every day, and the factor of wind pressure is ordinarily greatly underestimated, even the surface presented by the tires of the wheels or the spokes in case of a cross wind having to be considered to calculate it accurately. At 30 miles an hour the atmospheric resistance amounts to 4 1/2 pounds per square foot, and as graphically illustrated in these columns last week, it is one of the most difficult things to combat when pushing a bicycle. Another thing demonstrated was the great amount of extra effort imposed by running through sand and mud. In two inches of sand, the drag bar pull was increased to 119 pounds per ton while on a muddy road it reached 138 pounds per ton.

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Motor World Publishing Co., 154 Nassau Street, New York.



# IT'S TIME TO GET IN LINE

for the

# National Agency for 1906

It is one of the most valuable assets in the cycle trade to the dealer who knows how to make the most of a bicycle bristling with exclusive features of well proved merit.

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**NATIONAL CYCLE MFG. COMPANY, Bay City, Mich.**

Real Tire satisfaction can only be obtained from a tire that has proved itself safe and reliable.

# FISK TIRES

represent the highest achievement of the tire-maker's art. They give perfect satisfaction where others fail—because every one is carefully made for service, as well as comfort.

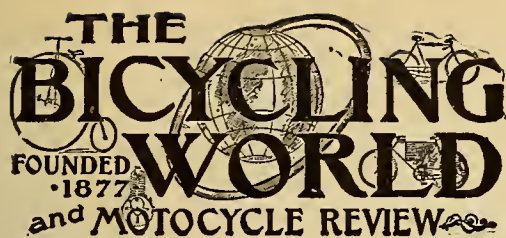
**Every User of a Fisk Tire is an Enthusiast.**

They are a superb product for those riders who appreciate a far from ordinary tire

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**THE FISK RUBBER CO., Chicopee Falls, Mass.**





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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, JANUARY 6, 1906.

### Safety and Cheapness.

Frequently there is in some little catch phrase adopted by an advertiser in an attempt to attract attention to his wares, more pith than may appeal to him at once, and more of basic truth than he really intends to convey. Thus, one who presumably is interested only in the manufacturer of a certain cycle accessory, has delivered himself of the opinion that his goods are "too safe to be cheap," when beset by a customer who obviously is anxious to "buy low," in proverbial fashion.

"Too safe to be cheap" would be a very good slogan for adoption by the entire industry, but for one thing, and that is the greed for gain. The public, in its eagerness to save a penny, on the ground of the common fallacy that "a penny saved is twopence earned," seeks to supply its needs at the lowest possible figure. The object in this, is not to get inferior goods, but instead to get the real thing, at a figure below that which is its established standard. And yet the public knows full well that good goods, well made and well assembled, cost in direct ratio to their worth. It knows that, generally speaking, the price which is set upon a standard article by its

maker is in direct ratio to its cost, and that the margin of difference is the legitimate toll extracted to maintain the business of production.

The maker who is more anxious for the deceptive result of the single harvest of a crop which has been forced by price cutting, than he is for the cumulative result of a long series of rich harvests earned by the slower and more legitimate process, will reap his gains at the end of one season and possibly two, with a satisfied hand, and count himself well off. Then he will find that his market has fallen off, for the simple reason that it cannot stand for the goods. His product has been cheapened in both senses of the word, and the demand is no longer equal to the supply. If, on the other hand, he insists upon keeping the standards of his work up to the full demands of the market, takes from the selling price only his legitimate earnings, and makes it his aim to make goods rather than to sell them, he can well content himself with the returns as they come in, for in process of time, the public will have learned that what it is in need of can only be bought at a certain minimum rate; and that all cheaper products, no matter how highly they are set up by flattering advertisements, must of necessity, be of inferior quality. It will have learned that a great risk is involved in buying a low grade of goods; that the cheaper the product, the less it is to be relied upon in service; and it will have grasped the idea that the real thing must be and is "too safe to be cheap."

Incidentally, "too cheap to be safe" is a tip-top and veracious slogan to hurl at the crop of cheap-and-nasties that never seems to grow less.

### To Reap the Whirlwind.

Better grounds for the suppression of the motorcycle class in the midnight "run" promoted by the Associated Cycling Clubs of New York cannot be imagined than were supplied by the "run" itself.

The happening of last Sunday night or rather Monday morning prove that those who opposed the "run" were "wise betimes." Nothing save fatality was lacking to make the indictment of the "run" complete and apparently that none of the accidents proved fatal was due solely to a merciful Providence. The only thing that saved the historic event from general condemnation was the inexplicable failure of the public prints to give the results so much as a line. Not one of them "covered" it.

It was and is as plain as a pikestaff that the greater the number of motorcycles engaged, the greater is the likelihood that "things" will happen until ultimately there will be a public furore such as will lead to the suppression of the entire contest. However bicycles speeding at 18 or 20 may appear, they are not comparable with motorcycles with throttles and mufflers wide open shooting through the public streets and over the public roads in the darkness of night at 25 to 35 miles per hour. Neither is safe, but there is no question which is the more dangerous.

To call the race a "run" and to go through the motions of duly warning the contestants against exceeding the legal limits—most of them opening their mufflers to obtain greater speed even while they listen—is merely throwing dust in the public's eyes and holding its intelligence cheaply. Despite the "warnings" the offering of prizes to the first men to reach given destinations is a direct incentive and encouragement to violate the law. The chairman of the committee in charge of the race had published the statement that violation of the law would not be "countenanced." As he himself held one of the watches which recorded the midnight violation, it would seem up to him to prove his words by his works, without resort to subterfuge.

However that may be, the time has arrived, to employ the vernacular, to "cut out" motorcycles. It will be easier to do it now than later, when saddening eventualities may compel it. It would seem indeed that the few selfish interests involved should have been permitted to pass unserved, when the motorcycle organizations concerned with the welfare of motorcycling and who are looking to the future, requested it.

Motorcyclists have been uncommonly lucky, so far. They have been relatively so few that public sentiment and outcry has centered wholly on automobiles. It will be the motorcycles' turn next. It will be to the future welfare of the riders if they forestall and profit by this outcry.

Among the motorcyclists there are those who are looking ahead and who are seeking to guide the new craft clear of the troubled waters. Their warnings are worth heeding. Midnight races in whatever guise, and "wild cat" scorches generally must be subdued at any cost before the storm shifts from motor cars to motorcycles. Let the motorcyclists be forewarned and be wise in time. They have sowed the wind. They must now beware of the whirlwind.



**"FIRSTS" OF THE NEW YEAR****Ambitious Riders Engage in Many "Runs"  
—Mommer Gets First Puncture.**

Fred T. Wanner, of the National Athletic Club, won the annual New Year's race of the Century Road Club of America, from Eastern Parkway, Brooklyn, to Coney Island and return. His time was 45 minutes 30 seconds. That seventy-six riders should turn out at midnight to ride in a cycle race is pretty good evidence that there are good times ahead. Nearly all the cycling clubs of the Metropolitan district were represented. The Popper trophy for the club scoring the most points won for the third and last time by the National A. C., whose riders totalled 67 points. The Americas scored 31 points, the Edgecombe team 12, and the Parkway Athletic Club 10. The Edgecombe team annexed the cup for the club having the most riders, they sending sixteen men.

Following is the way the riders followed Wanner across the tape: James T. Halligan, C. R. C. of A.; Hank Cranston, National A. C.; "Sir" Walter Raleigh, National A. C.; F. Fisher, National A. C.; I. Becker, National A. C.; T. Shortell, Parkway A. C.; J. Eubank, C. R. C. of A.; A. R. Wilcox, National A. C.; Arthur Rhodes, C. R. C. of A.; Nic Kind, Edgecombe; Frank Lane, Edgecombe; F. Kirschner, Edgecombe, Charles Hansen, C. R. C. of A.; and Ben Hill, C. R. C. of A.

After the race five of the most energetic members of the road club set out to make the first century of the year. They were Fred E. Mommer, National secretary; Ernest G. Grupe, secretary-treasurer of the New York division; Harry Early, National treasurer; Alfred H. Seeley, Harry Hall and "Bill" Russell. The course was from the club house to Valley Stream, Amityville, Jericho, Massapequa and Bedford Rest. Mommer got the first puncture of the year. Harry Early and Ernest Grupe had falls as did also Seeley, the Continental tourist, but none of the riders received more than minor bruises. It had been agreed that the men stick together throughout the night and then race in from Valley Stream. A stiff wind began to blow when the race started and Grupe, Hall and Russell fell behind. Two miles from Bedford Rest, Early lost a pedal, leaving the final sprint between Mommer and Seeley. The former finished first.

Those able sprinters of the Century Road Club Association, Frank W. and Joseph M. Eifler, were again in front at the finish of the New Year's Eve "run" of that organization. Fourteen riders started from Bedford Rest, Brooklyn, the course being to Valley Stream and return, via Glenmore avenue, a distance of fifteen miles. At the finish Frank Eifler led his brother across the

tape by a narrow margin. His time was 37 minutes 30 seconds. The best previous time for the course was 42 minutes, and for bettering this Eifler was given a special prize. On the way out, after leaving Glenmore avenue, D. M. Britton and Adolpf Lewin, collided with a carriage and both received contusions about the back and legs. The injured cyclists were removed to St. Mary's Hospital. Lewin was sent home after having his wounds dressed, but Britton was not so fortunate, remaining at the hospital until Thursday.

For the eighth time the Nelson family was again in front in Chicago's sixteenth annual New Year's "2:50 scorch"—from Thirty-fifth street, Chicago, to Pullman, a distance of 14 miles. It was Fred Nelson, of the Century Road Club, who led the bunch over the tape on Monday last, his time being 48 minutes 10 seconds, slightly better than last year's and good going, considering the condition of the roads. J. Moffatt was second, in 48 minutes 20 seconds.

The other finishers were Fred Grutter, Irwin Siegel, last year's winner; C. Spiegelhauer, Ed Miller, Fred Clay, W. Jacobis, J. Sonalte, E. Kippe, C. Siebrit, L. Leonard and L. Franklin, in the order named. The riders kept together for several miles, or until they reached the bad roads, where spills became numerous. None of the men were seriously injured, however, although they received numerous bruises and scratches. This is the eighth time in ten years that the Nelsons have been victorious. Fred has won the classic event five times and his brothers, O. P., Joe and the late John have figured in the "killing."

E. W. Carritt, the enthusiastic president of the Brooklyn Motorcycle Club and vice-president of the Federation of American Motorcyclists, has the honor of placing the first "100" on a motorcycle to his credit. Carritt took a route over Long Island and did the century in less than six hours.

**More Six-Day "News" from Abroad.**

Here is some more six-day race "news" from abroad. A London print is responsible for the statement that Arthur Vanderstuyft, the Belgian who competed, became so popular with the crowd that he was offered \$500 in cash and "free naturalization," whatever that may mean, if he would remain in America. From the same source it is learned that Cyrus L. Hollister's two alleged wives were present during the closing days of the race to claim him and participated in a hatpin fight.

**Boston May Have a Grind.**

Intellectual Boston will likely have a six-day race after all. The subject was broached at the Madison Square Garden race, but as nothing had been heard from the city of brown bread and beans, it was supposed that the plan had been dropped. Such seems to be not the case, however.

Alexander McLean says that he can get most of the American riders to enter the race at the conclusion of which regular race meets will be held throughout the winter. The only difficulty seems to be in securing a suitable building. The most available place is the Park Square Roller Skating Rink, and to the company operating it, McLean will this week apply for permission to build the track.

**St. Louis Reduces Motorcycle Fee.**

After long and persistent effort St. Louis, Mo., has divorced motorcycles from automobiles and no longer subjects the former to the same license fees and license plates imposed on motor cars. The new law which went into effect on the 1st inst., reduced the motorcycle license fee from \$10 to \$2 and the size of the tag from 12 by 6 inches to 3½ by 3½ inches—because of which there is much jubilation in the Missouri metropolis. St. Louis is consistent in that licenses are required for all vehicles that run on wheels, although in the case of some of them, notably bicycles, the law is more honored in the breach than in the observance.

**Sherwood and Rupperecht Matched.**

Charles A. Sherwood, of the New York Athletic Club, middle distance amateur champion of America, one mile home trainer champion and other things, will meet Edward Rupperecht, who does not hold so many titles, but who, nevertheless, is a good sprinter, in a home trainer match race at the entertainment of the Bay View Wheelmen, Newark, N. J., next Wednesday night, 10th inst. The conditions call for the best two out of three heats.

**Americans Winning Again in Australia.**

Iver Lawson, Floyd McFarland and William E. Samuelson are the Americans, and Rutt and Mayer, the European cracks, who are now in Australia. The last big event was the Austral meet, held last month, in which all these riders competed. Previous to this, at a Sydney meet, Lawson and McFarland finished, respectively, first and second in the three scratch races they entered.

**Chicago Motorcyclists Elect Officers.**

Charles H. Hall has been elected president of the Chicago Motorcycle Club. The other officers chosen at the annual meeting are as follows: Vice president, Dr. S. W. Fahrney; secretary, Irving R. Hall; treasurer, George H. Gardner; captain, Charles W. Van Sickle; directors, C. H. Hall, S. W. Fahrney, F. E. Yates, Edw. Landgraf and V. Bendix.

**Thirsty Ones for a Road Race.**

At the annual meeting of the Thirsty Club of Denver, Col., whatever that may be, it was decided to hold a bicycle road race in 1906. Feb. 7 is the date set.



## PROTESTS AND PISTOLS

Both Make Midnight New Year's "Run"  
Memorable—Motorcyclists Cause  
all the Trouble.

If they think anything at all about it, those who had to do with the eighteenth annual New Year's midnight "run" of the Associated Cycling Clubs of New York, must now wish that they had heeded the protests of the New York Motorcycle Club and the Federation of American Motorcyclists. For not only did those protests make things uncomfortable, and require the committee to issue a public statement that it would not "countenance" violation of the law, but a motorcyclist caused the three winners in the bicycle division to be protested, and in the motorcycle class itself there were accidents galore, a rumpus on the road leading to a flourish of pistols, allegations of being assisted by an automobile and an intimation of at least one overdose of alcoholic spiritualism.

As usual, the "run" was to Yonkers, 13½ miles—starting from Columbus Circle, Fifty-ninth street and Broadway—and thence over the hills to Tarrytown, 23½ miles. The contestants chose their own roads, which, in some instances, made the distance even greater.

So far as weather conditions were concerned, New Year's Eve could not have been more perfect nor more conducive to a pleasant "run," had all things been equally favorable. It was like a September night and the air approached balminess. There was the usual number of onlookers at the starting place, composed chiefly of dusky-skinned New Year's revelers in gala attire—the negro settlement is in this part of the city, just west of Broadway—and park policemen, the latter well armed, but not out for blood. One bicycle and one mounted policeman mingled with the throng, but did not give voice to their opinions. The reason the park policemen graced the affair with their presence was because of idle curiosity; they had just come off duty.

One minute after the New Year was ushered in, the cyclists, including the usual quota of A. D. T. messengers, started off with a rush. After a long wait the motorcycle brigade was called out, and to these riders Starter Oatman uttered a solemn warning not to violate the speed laws. Some of the men grinned and made sure that their mufflers were fully open.

At 12:31 by the clock the signal to start was given and the machines sputtered up Broadway, mufflers cut out, of course, at a 20 or 30 mile clip that showed that they thoroughly understood the warning.

"I guess they'll break the record to-night, alright," observed one of the officials, and he smiled and rubbed his hands gleefully as he spake. Nobody challenged his prediction.

Fourteen of the bicyclists checked at Yonkers. The first man to reach there was John J. Forsythe, of the Monroe Wheelmen, who checked at 37 minutes past twelve. P. E. Bourget, of the Prospect Wheelmen, and Martin Kessler, Monroe, were only one-fifth of a second behind. Then came Otto J. Stein, two minutes after Forsythe, followed five minutes later by Rudolf E. Stenz. The rest of the bunch straggled in later. Forsythe, Bourget and Kessler have been protested, however, the allegation being that they accepted pace from a motor bicycle. Being a "run," a rule against pacing is, of course, necessary! Charles Nerent, of the Prospects, whose time was 52 minutes, came into Yonkers with a flat tire, as did H. S. Smith, 1 hour 6 minutes, although the latter was additionally handicapped by a broken pedal. What became of the other starters is a matter of conjecture. Suffice it to say, hucksters met several disconsolate pedestrians carrying parts of wheels, headed for Manhattan the next morning.

The fight between the motorcyclists for honors at Yonkers was especially keen although this was supposed to be a "run" pure and simple. Four arrived there almost simultaneously. Kreuder who finished second at this point last year, was first, in 27 minutes, leading E. Shotwell, A. F. Klinger and E. I. Parris, Jr. Then came F. W. Hornburger and later F. W. Fiedler. The last named had hard luck. He took a cropper just outside Yonkers and broke his pedal and chain; also lost his leggins and cap. Tarrytown was his destination, but Yonkers proved his anchorage. The most amusing incident was furnished by Casey and Diskin. These two boys were so anxious to reach Tarrytown that they forgot to stop at Yonkers, and went through that town at thirty miles an hour. When they got to Tarrytown, they had to return to Yonkers, arriving there after 2 a. m. Whether they returned to Tarrytown or not is not known.

Martin Kessler and J. J. Forsythe fought for the bottle of "fizz" at the Tarrytown end, the former winning out by one-fifth of a second. Kessler's time was 1 hour 16 minutes. Wentz was third. If the protest against the first two is allowed the crack National A. C. man will be advanced to first place.

Kreuder, the clean-cut young sportsman who won the race last year and the year before and who seems to have the "sight of an owl," was the first of the motorcyclists to reach Tarrytown. His time was 54 minutes. A. F. Klinger finished second. E. Shotwell, a professional chauffeur, who has been arrested three times for scorching, on the last occasion being given one of the heaviest fines ever inflicted after being unmercifully scored by the court, came in third, but he has been protested. Shotwell was in high spirits and after leaving Yonkers it is charged that he and his machine were picked up by some chauffeur friend and carried to Tarrytown. Accord-

ing to the story, Shotwell got out of the automobile when in sight of the checking station and leisurely wobbled up to the tape. Hence the protest. Shotwell had two bad spills. Once he ran into a cyclist and again into a tree, when he injured his arm.

Many fell by the wayside between Yonkers and Tarrytown. Parris, who is a cripple, was making good time until he ran into the rear of a bread wagon south of Dobbs Ferry. He broke his machine and hurt his hand. The driver was "in his cups" but, like a good samaritan, gave Parris a lift. The unmuffled motorcycles passing the bread wagon at a high rate of speed caused the horse to cut capers with the result that the wagon was upset. The driver was mad as a wet hen and whipped out a dangerous looking pearl handled lady's revolver and threatened to shoot the "next damned motorcyclist that came up." Horenburger was the timely victim but he, also, was armed. As his gun was more business-looking than that of the driver, the latter was persuaded to replace his weapon in his vest pocket. Then all became friends and proceeded to Tarrytown.

The record for the "run" to Yonkers was 39 minutes made by George Schreiber, now a professional, in 1900. It was broken by 2 minutes this year by Forsythe. The best previous time at Tarrytown was 1 hour 22 minutes made by H. Y. Bedell in 1900. Kessler's time last Monday was 1 hour 16 minutes. Kreuder's time at Yonkers was 27 minutes, cutting the motor record by 9 minutes. His time at Tarrytown was 54 minutes, 9½ minutes better than the best previous performance—his own. The State law allows a maximum speed of 20 miles an hour in the country, 8 miles an hour in cities and towns.

The times of the riders at Yonkers and Tarrytown were as follows:

AT YONKERS.		
Rider.		M. S.
1. John J. Forsythe, Monroe W.	.....	37:00
2. P. E. Bourget, Prospect W.	.....	37:00 1-5
3. Martin Kessler, Monroe W.	.....	37:00 2-5
4. Otto J. Stein, Prospect	.....	39:00
5. Rudolf E. Stenz, Prospect	.....	44:00
6. L. J. Wentz, Nat. A. A.	.....	45:00
7. C. B. Peene, Yonkers R. C.	.....	46:00
8. Eric Drewitz, Williamsburg W.	.....	46:00 3-5
9. Wm. Cerney, Williamsbridge W.	.....	47:00
10. J. Stewart, Prospect	.....	49:00 4-5
11. John Barns, Metropolitan B. C.	.....	50:00
12. Wm. Bader, Prospect	.....	51:00
13. Charles Nerent, Prospect	.....	52:00
14. H. S. Smith, Prospect	.....	66:00

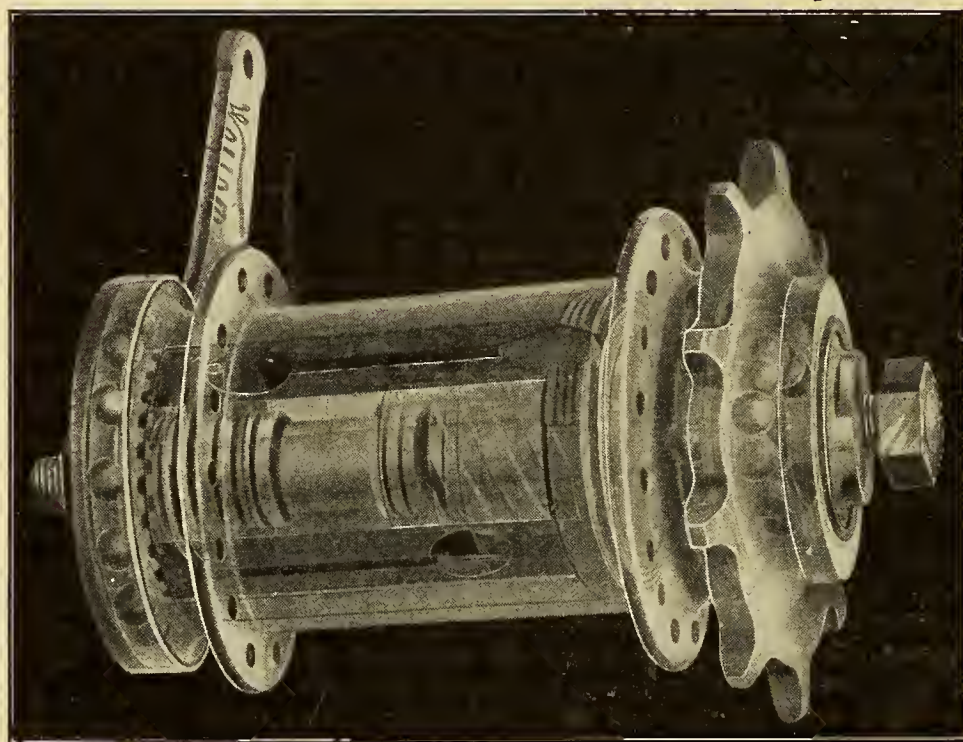
AT TARRYTOWN.		
Rider.		H. M. S.
1. Martin Kessler, Monroe	.....	1:16:00
2. J. J. Forsythe, Monroe	.....	1:16:00 1-5
3. Louis J. Wentz, Nat. A. C.	.....	1:23:00
4. R. E. Stenz, Prospect	.....	1:23:00 1-5
5. Eric Drewitz, Williamsbridge	.....	1:30:00

MOTORCYCLE DIVISION.		
AT YONKERS.		
Rider.		H. M. S.
1. A. Kreuder, N. Y. M. C.	.....	0:27:00
2. E. Shotwell, New York	.....	0:27:00 1-5
3. A. F. Klinger, New York	.....	0:28:00
4. E. L. Parris, Jr., N. Y. M. C.	.....	0:28:00 3-5
5. F. W. Horenburger, N. Y. M. C.	.....	0:33:00
6. A. Fiedler, New York	.....	1:16:00
7. J. Diskin, New York	.....	2:08:00
8. W. M. Casey, New York	.....	2:09:00

AT TARRYTOWN.		
Rider.		M. S.
1. A. Kreuder, N. Y. M. C.	.....	54:00
2. A. F. Klinger, New York	.....	55:00
3. E. Shotwell, New York	.....	57:00



# Start the Year Right!



## THE MORROW WILL HELP YOU.

It is the device that  
helped the whole trade  
and the whole cycling  
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## LAWS AFFECTING BICYCLES

## General Application of Statutes that Concern their Interests—Negligence Defined.

The first case in which the bicycle was the subject of a lawsuit before the higher courts was tried in 1879, although the velocipede had figured in litigation nine years before that date. The case referred to, *Taylor vs. Godwin*, arose in England, and established the rule that the bicycle was a carriage within the contemplation of the law.

A cyclist was convicted of violating the statute enacted against the "furious driving" of a carriage on the highway. His attorney argued that his client was not guilty for two reasons. First, a bicycle was not a carriage; second, a bicycle could not be "driven." He contended that the wheels on a bicycle did not make it a carriage, remarking by way of analogy that a wheelbarrow was not a carriage because it had a wheel. Notwithstanding his cogent reasoning the judge found that the bicycle was a carriage, declaring that a bicycle is "driven" in the same sense that an engineer is said to "drive" his engine.

Later the English statutes enacted that bicycles are "carriages within the meaning of the highway act." A somewhat amusing question arose out of this which threatened to result in perplexing complications. Another English statute provides "that if the driver of any carriage (such carriages as are driven with reins being excepted) shall ride upon it, or upon any horse drawing it, on any highway, not having some other person on foot or horse back to guide the carriage," should be liable to punishment. The question is this: the bicycle being a carriage under the law, and not being driven with reins, must some person on foot or horseback guide it?

The American courts have also adopted the rule that the bicycle is a carriage.

It follows then, that a bicycle is entitled to the same safeguards and privileges, and subject to the same restrictions as other carriages. A wheelman may recover for damages resulting from a defective condition of the highway, if there is a statutory provision requiring the town, city or county to maintain its highway in a safe condition. In the case of a municipal corporation, in the absence of such a provision, there is usually an implied duty to keep the highways in a reasonable state of repair. The wheelman, however, must be in the exercise of care, and must not himself be guilty of negligence or he cannot recover, even though the highways are in a defective and unsafe condition.

The character of the bicycle as property has occasioned some trouble, and promises to become a prolific source of litigation in the future. Whether or not in the absence

of statutory provision regulating the question, a bicycle is baggage, is still a mooted question. Many States, among them Massachusetts, have silenced disputation upon this point by enacting statutes in the affirmative.

It is a well-known principle of law that the only kinds of Sunday labor permissible are works of necessity and charity. In some jurisdictions it is held that a person cannot recover damages for injuries received while traveling for pleasure on Sunday, and this rule applies to cyclists as well as to other travelers. In other jurisdictions this rule is changed by statute.

It is familiar law, many conscientious wheelmen having learned it from bitter experience that riding a bicycle on the sidewalk is an unlawful use of the highway. This matter is generally governed by local statute or ordinance.

Justice Werner, in a New York case, said: "The right of wheelmen to that part of the highway open to other carriages is absolute, and the right of authorities to permit or refuse the use of vehicles upon sidewalks is simply permissive."

Riding on the car-tracks has been held to constitute what is technically known as "contributory negligence," and for injuries sustained by a wheelman for so doing no redress will be allowed.

The leaving of wheels in the street resulting so often in disaster has given rise to some litigation. The rule is that it is not negligence per se for a bicyclist to leave his wheel at the side of a street. Therefore, one who wantonly or carelessly drives into or over it may be compelled to respond in damages.

The general law of the road in the United States applying to bicycles as well as to other vehicles, is that the drivers or propellers of vehicles should keep to the right. In England, the contrary is the rule. One, however, who so strenuously insists on taking the right of the road that he thereby occasions a collision which 'a slight change of position' on his part would have avoided, cannot recover for injuries received. It is also the rule that horsemen should give way to vehicles, and light vehicles to heavy ones.

Where one overtakes and passes another the rule is in doubt. In England the foremost must turn to the left; in some of our States one overtaking another must turn to the left.

It has been held that a wheelman is not responsible for damages occasioned by horses becoming frightened at his bicycle. Neither is it incumbent upon him to dismount if he sees that horses are becoming frightened at him. A Virginian statute, however, imposes this obligation upon wheelmen.

Where an accident insurance policy contained a provision protecting the company from liability for injuries resulting from "voluntary and unnecessary exposure to danger," it is held that riding in a bicycle

race did not bring the case within the purview of the exception.

There are no general rules regulating the rate of speed, requiring the payment of toll, or the use of bells and lamps. These matters are purely statutory and the wheelman must ascertain what the statutes of his State and the ordinances of his town or city have to say about the matter.

The general rule applying to cases of negligence applies to the use of bicycles. Riding at an immoderate rate of speed, or the failure to carry the ordinary safeguards against accident, such as the lamp and bell, are not in themselves negligence. The one injured must allege and show that he himself was in the exercise of due care, and that the defendant acted without that care and caution which the circumstances demanded.

W. F. STEPHENS,  
Attorney-at-Law.

## Pictures that Acquitted a Cyclist Scout.

In a recent trial of one of the bicycle "scouts" employed by the London Automobile Association for perjury in giving testimony as a witness in defence of a car owner mulcted for overspeeding, the police witnesses were utterly refuted by means of photographs of the scene of the "trap."

The prosecution hinged entirely upon the policeman's ability to determine when an oncoming car passed a given point, and after the manner of their kind the "bobbies" took solemn oath as to the accuracy of their knowledge. When confronted with the picture they were unable to say whether a man standing in the road apparently at the spot indicated by their testimony was in reality in that position, had not yet arrived at it or had already passed it. As a matter of fact, he had passed it by thirty yards, a distance sufficient to have a marked effect upon the result of a speed calculation based upon the running of a furlong. By such methods as this the English motorist has been squeezed to the tune of \$5,000,000 in the last year.

## Club Spurned the Cash.

The McKeesport (Pa.) Cyclers have turned down the proposition of a local furniture concern to buy them out of house and home. The Pennsylvania club recently leased and elaborately fitted up the second floor of the Donovan Building. The furniture concern desired to enlarge its business, and to secure the elbow room occupied by the club offered the latter \$3,500 for its lease. The offer was frowned upon, however.

## Will Eat on March 8.

The New York division of the Century Road Club of America will hold its annual ball on March 8. The Bedell brothers, of Newark, the runners up in the recent six-day race, who rode under the colors of that organization, are expected to be present and give an exhibition on the home trainer.



## STORY WITH A STRING TO IT

Reminds the Teller of Bicycles, but he Admits he Don't Know Why.

"Somehow or other, whenever the talk turns to bicycles, my mind dwells on typewriters," said a veteran cyclist recently. "I'm sure I cannot explain for the life of me just what mental process connect the two in my mind. I have had considerable experience with the bicycle and have likewise done considerable pounding upon writing machines of one kind or another, good, bad and indifferent, but I never used the typewriter when on a bicycle or vice versa.

"Considered from a purely mechanical point of view and leaving the ends intended to be served out of the question, there is not a great deal of difference between the two. That is, they are both made up of a number of small parts turned out by automatic machinery and both must in every detail be painstaking pieces of work throughout in order to be of any value. All that doesn't help me to understand what it is invariably brings them together in my mind, regardless of which one is mentioned first, and thereby hangs a tale worth repeating.

"There were three of us in a newspaper office. All had roll top desks standing in a line and each had a typewriter at the side of his desk for grinding out copy. An aisle about three feet wide separated my desk from the next man's and both stood backed up against a partition. I happened to be talking to the man at the end of the line one day and during the conversation he began to play with the space bar of the other fellow's machine while he was writing, which, of course, stops the machine just when you don't want it to and makes it jump and skip in a most exasperating manner. It struck me all of a heap that we could put up a first rate practical joke by rigging up a contrivance to do that very thing without the writer knowing what the moving cause was. We accordingly waited for the victim to go out to lunch and then started to work. By tying a string to the space bar of the machine, leading it up from behind and under the keys, and then taking the string around back of the desk, across the aisle and back of the second desk, we found that we could make the machine space or stop dead simply by jerking the end of the line. The plan worked to perfection and as every one else was in the "know" it was a mighty difficult matter to keep a straight face when the butt of the joke sat down to reel off copy and found that his machine would stop short in the most inexplicable manner just as he was about to get up a burst of speed on the keys. I was manipulating the other end of the string and as I could watch his movements without his knowing it, I could always pull it at the right moment.

"He cursed the machine every time it would balk and swore that it hadn't done that in six months. Then when he was looking at it in amazement and trying to figure out what had gotten into it, I jerked the string once or twice and the carriage moved along right under his eyes. Nothing short of a fifty pound weight on a man's chest could have repressed the laugh all of us let out at the way he jumped and shouted: 'Did you see that? I never touched it, didn't even have my hands near it and she moved along.' Not wishing to spoil the joke too soon, I managed to appear as disinterested as possible and allowed things to subside a bit by not repeating the trick again too soon. About five minutes later I began again and, watching my opportunities, always shut off his would-be bursts of speed at the most propitious moment. If you have ever used a typewriter you can realize that there is nothing more exasperating. A few of those involuntary stops and he sat back in his chair and looked at the machine in disgust.

"What in thunderation can be the matter with it? It worked all right before lunch.' When all the rest of us were duly interested and offering all kinds of suggestions as to what might have gotten into it, I gave two or three sharp jerks and the carriage jumped half a dozen spaces as if the devil were after it.

"My word for it, but you never saw a more frightened man in your life. He jumped out of his chair like a shot. 'I swear to God I never touched it,' he shouted. 'Didn't you see it move?' We all looked at him in a pitying sort of 'have you got 'em again' expression. That roused his suspicions and he started to look for the cause. The game was all off then for it did not take him long to find the string and trace it to the guilty party. Still that doesn't explain to me why I always think bicycle when anyone says typewriter and vice versa."

## Rural Carrier's Great Record.

C. F. Axtell, Lodi, Cal., is one of the rural delivery carriers whose work has shown how utterly indefensible is the Fourth Assistant Postmaster General's order striking at bicycles and motorcycles. Since May 1st, Axtell, who uses a Yale-California motor bicycle, writes that he has averaged about 1,000 miles per month, which includes covering his mail route of 36 miles daily and pleasure jaunts after his duty is done. In this time he asserts that his machine has never failed him or interfered with his schedule, and has not cost a penny for repairs. Axtell, who says two horses would be required for such service, believes his is the world's non-repair record.

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Motor World Publishing Co., 154 Nassau Street, New York.

## HE BELIEVED IN "DOPE"

As it "Helped" Him Win, he Bought More of it—What it was.

"A well-known Continental crack, who in his early days made a study of chemistry, became such an expert at concocting speed mixtures that he gained for himself the sobriquet of Dr. Dope," says a writer in Cycling. "Riders of all classes, from recruits to record-breakers, availed themselves of the doctor's services, to be fixed up before a race, and the latter was ever willing to oblige, as he gained much of his knowledge through experimenting with the uninitiated. I was sitting in his cabin one Sunday afternoon, when a voice called out, 'Etes vous la?' (Are you there?)

"Get under the massage board; here's a patient!" whispered the professor, and I then heard the following conversation.

Kidonni: "I'm riding a pursuit match against Lappini, over a mile; can you fix me up?"

Dr. Dope: "Well, I've only got my most expensive mixture with me, the one I use for world's championships, grand prizes, etc. It will cost you ten francs."

Kidonni: "Cela n'est rien (That's nothing); I have not won a first this season, and the makers are grumbling."

Dr. Dope: "Well, half-price to-day, then; look in ten minutes before the race."

Kidonni: "Merci bien."

When the patient had gone, the doctor said: "I'm called a dope artist, but I really believe it's imagination more than anything else. I'll give you an example. You know quinine when you taste it; hand me that bottle; now put a spoonful in that glass, and hide and listen. Kidonni enters in a nervous state.

"Now," said the doctor, "this is the famous American green dope: you can go all out and win as you like; let me feel your pulse: yes, a spoonful will get you home by 30 yards: drink quick; and don't let anybody smell your breath." I afterwards entered the enclosure and saw Kidonni sit his machine with the confidence of a Kramer, going away and winning in faster time than he had ever accomplished before. The same evening he purchased some more of the "A. G. D." at an exorbitant price for quinine.

## Cooper Won by Seven Votes.

New officers were elected last week by the Bayonne Wheelmen, of Bayonne, N. J. The only contest was for the presidency, which S. Cooper and George Wheeler each wanted. The former won out by seven ballots. The other officers, as follows, were unanimously elected: Vice president, Valentine Bernhardt; secretary, E. T. Jones; treasurer, John Barb; sergeant-at-arms, Charles Schmidt; trustees, A. Stoveken, C. Isbills and C. Ruhlman.



# STIRRING SPORT INDOORS

## Buffalo Sees More of it—Lap Race Proves an Exciting Event.

Fred Schudt, the fast member of the Standard Wheeling Club of Buffalo, won the two mile lap race which formed an exciting feature of the indoor games at the Seventy-fourth Regiment Armory at Buffalo, last Saturday night, 30th ult. The race was run on a point basis and was gruelling to the finish. At the end of each lap except the first the first four men scored five, three, two and one point, in the order of crossing the tape and at the end of the final lap in each heat scored double. The two riders with the highest number of points in each heat qualified for the final. Schudt, the winner, scored 46 points in the final heat. W. W. Whitelock made a game struggle to land the race, but found himself battling against heavy odds. Not only were all the other riders against him, but part of the crowd displayed poor taste and watery sporting blood by hissing him for apparently nothing at all. This, naturally, had a depressing effect, but at that Whitelock beat out Tanner by a narrow margin, the former scoring 34 points against the latter's 32. The time was 4 minutes 46 seconds.

The one mile handicap contained four well-filled heats, which brought almost too many together in the final. Charles McCracken, from 20 yards, took the final, though many think the result would have been different had not Whitelock tarried too long before starting the sprint. Whitelock was placed on the honor mark and stayed well in the rear until half the distance had been covered. Then he unwound one of his lightning sprints and was rapidly overhauling the long markers when he was accidentally crowded out of the circle. His wheels slipped on the treacherous floor, and the Seventy-fourth's crack fetched up against a post. He was only momentarily dazed, however. F. O. Menge (105 yards) finished second, and J. Schneider (75 yards) was third. Time, 2:16. Summaries:

Two mile open—First heat—J Barbeck (54 points), first; Gregory Schue (44 points), second; Charles McCracken (40 points), third. Time, 4:51 1-5. Second heat—Fred Schudt (77 points), first; J. M. Tanner (59 points), second; H. Hennessy (34 points), third. Time, 4:49 3-5. Third heat—R. J. Hoover (60 points), first; W. E. Bauman (51 points), second; J. Schneider (25 points), third. Time, 4:48 1-5. Fourth heat—E. Delling (67 points), first; W. W. Whitelock (62 points), second; Jacob Gittere (26 points), third. Time, 4:58 1-5. Final heat—Fred Schudt (46 points), first; W. W. Whitelock (34 points), second; J. M. Tanner (32 points), third. Time, 4:46.

One mile handicap—First heat—J. Schneider (75 yards), first; Philip Backert

(110 yards), second; W. W. Whitelock (scratch), third. Time, 2:15 1-5. Second heat—Charles McCracken (20 yards), first; J. M. Tanner (30 yards), second; A. Fischer (40 yards), third. Time, 2:18 1-5. Third heat—H. S. Sykes (95 yards), first; F. O. Menge (105 yards), second; J. B. Devine (80 yards), third. Time, 2:13 3-5. Fourth heat—G. Gunn (105 yards), first; E. J. Hanks (120 yards), second; J. Barrett (75 yards), third. Final heat—Charles McCracken, first; F. O. Menge, second; J. Schneider, third. Time, 2:16. Also ran—Philip Backert, J. M. Tanner, A. Fischer, H. S. Sykes, J. B. Devine, G. Gunn, E. J. Hanks, V. Barrett. W. W. Whitelock fell.

## Race Promoters Reach Agreement.

Professional bicycle racing in Australia seems to have become mere hippodroming. The leading sports promoting bodies of that country have come to an agreement as to the prices or guarantees to be paid imported racing men, so that there shall be no cut throat bidding against one another. The Melbourne Bicycle Club, the Druids Gala Comittee, the Eight Hour Fete Committee, the A. N. A., the Sydney Thousand and the Adelaide Fete committees have all agreed upon certain conditions which they will enforce before engaging crack riders. One engagement will be made for all riders in the interests of the promoters interested. Each winning rider will receive fifty per cent. of the appearance money at the termination of each meeting and fifty per cent. at the completion of his contract. The maximum payment to the riders engaged is to be about \$6 per programme for first-class riders and about \$4 for second-raters, whatever that may mean.

## Motorcyclist Sues City for \$1000.

Charles H. Holmes, a motorcyclist of Portsmouth, N. H., has brought suit against that city for \$1,000 damages to his machine and injuries to himself. The complaint recites that Holmes was riding through Stark street one evening about 8 o'clock and ran into a sewer or water trench which had been left unguarded and without warning lights. The motorcycle, it is claimed, was totally demolished and Holmes received injuries which incapacitated him for work for several weeks. The case will come up for trial at the January term of superior court.

## Scotch Observance of Sabbath.

It is written that the fine discrimination of the authorities of a certain Scottish rural community against Sabbath desecration, or even its semblance, has reached such a point that the main carrier who easily covers his twelve and more miles of route on his bicycle during the week, has been ordered to lay up his wheel and walk, on Sundays. Sunday being a day of rest, and the services of the postman not being readily dispensed with, the most natural thing in the world is for him to rest his machine, which he now does, with characteristic cheerfulness.

# SEEKING SHORT CIRCUITS

## How Best to Locate the Elusive Kind that Baffle Motorcyclists.

Sometimes "shorting" is the cause of a stoppage that is most difficult to locate. It would seem impossible that such a defect could escape a careful and painstaking investigation for very long, but every motorcyclist who has had any experience of this nature knows that quite the contrary is the fact. He frequently finds himself at the tag end of his utmost resources; ingenuity can suggest no further expedient. Then he tries all over again, and this failing, repeats the various testing operations in rotation—lack of response makes him lose all regard for systematic investigation, and he then wanders aimlessly from one thing to another, simply guessing in the forlorn hope that luck will favor his unguided hands. If the terminals and every inch of wire have been examined, the insulation is proved to be unbroken, and that not so much as a single strand from any naked end is inviting the escape of the current by a short cut, there can be no such thing as a short circuit or so it would seem.

But more often than not, unless the break be a bad one, it is impossible to be certain whether the insulation of a wire is perfect or not, and particularly on the wiring of the secondary leads. The high tension current will readily pass through a sheet of paper or similar material without leaving any visible reminder of its passage, and the same is true of poor insulation on the wire. Take an ordinary covered piece of wire, such as is employed for electric bells or incandescent lighting—lamp cord—and a secondary current of not unusually high tension will pass through the insulation as if it did not exist. But, regardless of the efficacy of the insulating covering, if it be punctured by no matter how small a hole—one utterly invisible to the naked eye—the current will find a way out. The only practical way to discover a defect of this kind is to take the machine into a darkened room and set it slowly in motion on the stand. If the above diagnosis sums up the trouble, there is not apt to be any permanent contact—in which case the test should fail, as there would be no light visible, but an intermittent spark will otherwise readily lead the way to the leak.

## Rendezvous of the Winter Runs.

The mid-winter weekly runs conducted by Peter Wollenschlager, which are open to all cyclists, start from Fourteenth street and Eighth avenue, Manhattan, every Tuesday evening at 8 p. m. In last week's Bicycling World the rendezvous was given as Fourth street.

"Motorcycles: How to Manage Them." Price 50 c. The Bicycling World Co., 154 Nassau Street, New York.



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## EFFECTS OF TRAINING

## Some Popular Notions Refuted by Statistics—Over-Exertion Like Dissipation.

From time to time there has come through the press rumors to the effect that athletics, if indulged in beyond a certain mild degree of temperateness, tend to shorten life and seriously jeopardize the health of the contestant. Although the theory has been routed again and again, it crops out frequently from some unknown quarter and serves to decrease the popularity of rational competition between man and man. The most recent of these was an article in which it was stated that there is great danger of an athlete's bursting a blood vessel in his "craze for speed," and that in consequence, athletics were to be considered as being distinctly dangerous to life. The statement upon which this and considerable more of the same sort is based, has been completely refuted by one who is in a position to know from long observation that there is no such danger. On the contrary, says this authority, the careful pursuit of competitive recreation which involves physical exercise, should tend to lengthen life, and increase the powers and general health of the individual.

Alfred Brodbeck, Physical Director of the Cincinnati Gymnasium, who is responsible for the statement, says most unequivocally, "To train intelligently and systematically, will not injure anybody, but will instead, make a new man of him." With particular reference to the danger of bursting a blood vessel as a result of long continued exertion," he continues.

"Statistics prove that the most strenuous exercise has not caused a blood vessel to burst. It is interesting to read the following facts concerning the value of training and competition on the human system gathered by Dr. George L. Meylan, at present supervisor of physical education at Columbia University, who recently made a study of the individual history of all oarsmen who had rowed on the varsity crews during a period of forty-one years.

"He found that, as compared with the longevity of the average man, these would have an expectation of five years longer life than others. Of the one hundred and fifty-two traced, one hundred and twenty-five are living. Not one death was traceable to over-exertion in athletics. Of the thirty dead, six were killed in war, two by accident and one died of consumption. There is no more nerve-racking or harder work than rowing or training for a crew. Strength, courage, skill, alertness, self-control, perseverance, endurance and many other valuable qualities are attained only in athletic work."

Of course, it goes without saying that it is possible for a man to so over-strain himself that he will do himself permanent

injury, may even so seriously injure himself as to bring about his ultimate death, but such cases are extremely rare and are inevitably attributable to an excess which is beyond all reason. In such cases the result may be set down to willful dissipation of the vitality, since no man can go beyond his limit of endurance without experiencing a distinct and awful warning from within himself, that he is going too far. That prolonged over-exertion may tend to shorten life to a certain extent, is also true, beyond a doubt, yet it is simply the result of over-work, and takes effect just in the same manner as does any other sort of over-work, and not with any greater frequency. Also, as in the case of any sort of over-work, it is most apt to attack those organs

most enduring in their work and the most able to stand any overtax on their powers. Hence, it is reasonable to suppose that if evils result from the labors of athletes, they come as a result of a letting up between times, depressing the physical condition and dissipating the vitality in one way or another, and then attempting to go on from the point where the work was left off, rather than from any evils which are to be encountered in the work itself. If the athlete were able to practice self-denial to the degree of keeping himself in continuous training, he would in all likelihood never fall heir to any of the ills which are frequently, and not without apparent cause, attributed to the immediate result of his work.

## The Vicar Voices His Views.

We hear a good deal less of "Mrs. Grundy" now than we used to in the early days of the lady cyclist, but "Mr." Grundy, the broad-minded Vicar of St. Peter's, Brockley, Kent, has been talking to some effect lately, says the Scottish Cyclist. His early attempts to ride a bicycle must have been full of incident, for he himself has confessed that he was once told to "pull up his socks" by an old lady, that on another occasion he "nearly killed the most holy spinster in his parish," and that some of the bruises he collected "could be compared to nothing but Turner's sunsets." Then, rising from the ridiculous to the sublime, he summed up the pastime as follows: "The bicycle is democratic, it makes people sociable; it promotes health, and keeps folks from growing old. It makes shopping a delight, and since its introduction the chaperon for girls is as dead as a dodo."

## How He Dodged the Hill.

A doctor who is fond of the bicycle, but who has a horror of hills, tells the following story on himself. He lives quite a few miles out of London and not long ago tried the ride in of the city, but found a rise locally known as "Little Brick Hill" somewhat too stiff for him. With his experience of the inward trip in mind he resolved to avoid that bump on the scenery on the way back and accordingly took a train to a station just beyond it. Not until he was alighting from the train did it strike him that he could have ridden down the hill on the return trip.

## Oakland Withdraws Sidewalk Privileges.

Notwithstanding the protests of "one hundred business girls" and lots of others who are not commercially inclined, the ordinance to prohibit bicycle riding on the sidewalks of Oakland, Cal., has been passed by the council of that city. Councilmen Elliott and Donaldson were spokesmen for the fair cyclists, but they were outvoted and the measure went through. Now all bicyclists and motorcyclists will have to take to the streets, no matter how muddy they are.



NEW YORK BRANCH 214-216 WEST 47TH ST.

which have been most used, or rather abused during life.

The athlete is in every sense of the word a working man; if he be of the professional class, he is a very hard working man as a rule; and like any other working man, he is able to endure a great deal which is directly along the line of his daily toil, and to endure it with less fatigue than the same amount of work would cause any one else. Probably it is safe to say that "plugging" counts for more in athletics than it does in any of the other and more sedate walks of life, for the very reason that more depends upon the actual condition of the body than does in any other line. Moreover, as the capacity for work and endurance increases with the use of the bodily functions, the more a man trains for his work, the more he can do, and the more he can stand.

In all the ways of life, the healthiest and most capable men are those who do the most work, and particularly those whose work is in the line of manual labor. Those whose work is most continuous are the



**Australian Motorcycle Endurance Test.**

In the Dunlop Reliability Contest, held in Australia, November 14 to 18 inclusive, comprising a distance of 572 miles, in five stages, from Melbourne to Sydney, the Rand Cup, for which the motorcyclists competed, was awarded to E. James, who rode a single cylinder  $3\frac{1}{2}$  horse power Brown, weighing 170 pounds.

The first stage of the journey was from Melbourne to Euroa, 101 miles, over a bad road which rose 542 feet in the day's travel. Nine riders started as follows: H. Jenkins,  $3\frac{1}{2}$  h. p. Griffon; H. H. Hutchinson,  $3\frac{1}{2}$  h. p. Griffon; E. C. Joshua, 5 h. p. Griffon; B. James, 2-h. p. Minerva; V. H. Gard, 2 h. p. Minerva; R. N. Johnston,  $3\frac{1}{2}$  h. p. Griffon; E. James,  $3\frac{1}{2}$  h. p. Brown; B. P. Gibson,  $3\frac{1}{2}$  h. p. Griffon, and S. E. Wethers,  $3\frac{1}{2}$  h. p. Eureka. The time allowance was 5 hours 20 minutes, an average speed of 19 miles an hour having to be maintained to score the 500 points allotted for each day's run. B. James made the fastest time of the day, 4 hours 12 minutes. Gard, E. James, Hutchinson and Jenkins trailed in later, all however scoring full points. The next stage was to Albury, 101 miles, and, with the exception of Withers all the contestants scored full points. From Albury to Gundagai, 121 miles, the road improved and B. James covered the distance in 6 hours 10 minutes.

The next stage was to Goulburn, 121 miles, and the motorcycles had a hard time.

B. James, who won last year's contest, had to retire, as his engine refused to mope and Jenkins had a bad collision with a drove of cattle. Although it did not put him out of the running he lost many points through time lost in repairing his damaged machine. E. James was the only rider to secure the full number of points, and his time for the run was 5 hours 25½ minutes. None of the others finished within the time allowance, 5:45. Considering the fact that the road rises 1,236 feet in the journey from Gundagai to Goulburn this was the fastest time made during the contest. The last stage of the test was to Sydney, 129 miles, and included a climb up Razor Back Hill, near the end of the journey. The hill has a gradient of 1 in 6 and many of the machines were unable to accomplish it. E. James finished at Sydney well within the time limit of 6 hours 30 minutes, the only rider to survive with a perfect score.

Cycling police are now being detailed in London to keep a watchful eye on every gathering of unemployed workmen in the streets. Wherever they collect, a "bobby" on his wheel quietly watches them and follows in their footsteps. Should a demonstration threatening the peace of His Majesty's dominions be probable, he lights out for the nearest police station at top speed in order to call out the reserves that are being kept in readiness to quell any disturbance.

**The Professor on Side-Slipping.**

Not even the elaborately conducted trials carried out in all due seriousness under the auspices of the Cyclists' Touring Club—although one of the cycling papers gave as its opinion that the only definite result of this pseudo farce was a supply of comic copy for the unfeeling London dailies, seems to have nailed up the coffin of that bugaboo of the English cyclist, sideslip.

It might have been supposed that the awarding of something like \$2,000 in prizes for devices that will never find any more honorable resting place than on a shelf in a museum for cycling relics, would have given the beast its quietus, for a short time at least. Although it is but a few months since the money was handed out to the devisers of "anti-side-slippers" that resembled a section of a discarded bed spring or took the form of an effective pneumatic tire deadener, the subject has already been revived. Professor Griffiths, of Cardiff University, is quoted as stating that "if the front wheel were driven and carried the brake instead of the rear wheel, while the steering was done with the latter, the bogey would be overcome."

**Helping the Understanding.**

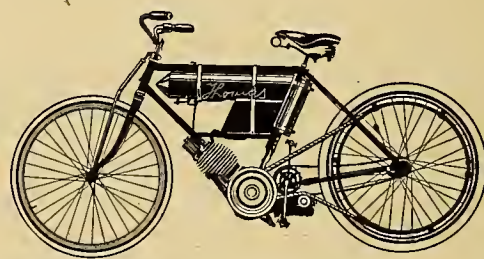
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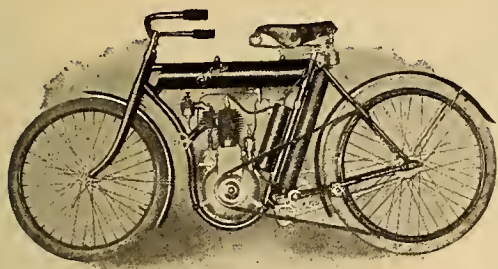
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## The Week's Patents.

807,749. Seat for velocipedes, &c. Richard G. Ledig, Philadelphia, Pa., assignor to August Mecky, Philadelphia, Pa. Filed December 17, 1903. Serial No. 185,463.

Claim.—1. In a seat of the character stated, a reach, a spring adapted to be connected with said reach and provided with a cross-bar, a radial arm formed of a single bar having means for pivotal connection with said reach, means for vertically adjusting a saddle thereon and a sleeve formed of the material of said arm bent on itself and embracing said cross-bar.

807,479. Carburetter. Julius H. Mason, Duncan Falls, Ohio, assignor of one-fourth to Wilson S. Sprogue, Zanesville, Ohio, and three-eighths to Spencer M. Garrett, Philo, Ohio. Filed March 10, 1905. Serial No. 249,358.

Claim.—1. In a carburetter, the combination with fuel supply means, of a mixing casing, a valve yieldably held to normally cut off the supply of fuel, an air-admitting valve having a stem adjacent the fuel valve, and means carried upon the stem of the air valve for moving the fuel valve to admit fuel when the air valve is moved, and means for adjusting the said last-named means to vary the relative movements of the valves.

807,715. Coaster Brake. Claud D. Beverly, Evansville, Ind. Filed April 27, 1905. Serial No. 257,652.

Claim.—1. A coaster brake comprising an axle, a barrel rotably mounted thereon, a slitted brake sleeve between said barrel and said axle, a longitudinally moveable slidably mounted wedge shaped element between said sleeve and said axle on the latter, and means for sliding said wedge shaped element to expand said sleeve and cause the latter to frictionally engage said barrel.

## His One Bad Accident.

"Is it safe," asked the cautious one, "to ride a bicycle in frosty weather?"

"Of course it is," was the reply. "I ride mine in any sort of weather—have done for ten years. Yet I've only had one accident, and even that was trifling."

"Really? What happened, then?"

"Oh, I only broke a leg!"

"Broke a leg! Surely that was enough for any ordinary person?"

"Very likely. But it was the leg of the man who was teaching me how to ride."—Tit Bits.

## How the Porter Pursues 'Em.

A London porter has found a new use for the cycle. He keeps a lookout for cabs laden with luggage, and when he spies one he follows it to its destination, and offers his services to assist in transporting the luggage indoors.

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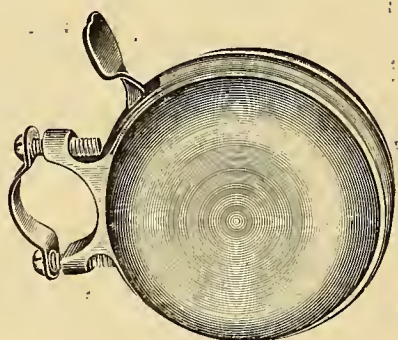
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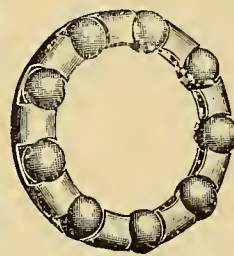
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# The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LII.

New York, U. S. A., Saturday, January 13, 1906.

No. 16

## TO REDUCE RATES ON TIRES

**Government Agent Reports Favorable Conditions and Tells how to Get Trade.**

The tire manufacturers have drawn "first blood" from the railroad companies. Following a cry of "don't shoot," the latter literally have "come down," that is, in their rates. The Eastern Freight Association Committee has given assurances that after February first rubber tires will be given the benefit of third-class rates, instead of being mulcted first-class as at present. The carload rate will also be reduced.

It has taken several years' effort on the part of the manufacturers to bring about this result, which, however, will apply only to shipments east of the Mississippi River and north of Washington, D. C. It was not achieved until the railroads concerned were threatened with being haled before the Interstate Commerce Commission and it was made plain that the tire interests had accumulated a mass of evidence to support their allegation of excessive and discriminating rates. This evidence all tended to show that goods of far greater value and occupying more cubic space were being accorded far more favorable rates.

It is expected that the Western railroads, against which the Fisk Rubber Co., acting for the tire industry, filed a bill of complaint with the Interstate Commission, also will now begin to see the light.

These railroads are exacting a rate of two and one-half times first-class, which makes the charge on less than carload lots in excess of the express charges.

## Motorcycles at the Shows.

Although in the original allotment of space in the two New York automobile shows that will be inaugurated to-night motorcycles cut an insignificant figure, during the last three weeks the interest quickened considerably. As a result there will be six exhibits of motorcycles in the Automobile Club's show in the Sixty-ninth Regiment

Armory and two in the Madison Square Garden show.

In the former there will be the Indian, Thoroughbred, Curtiss, Wagner, Thor and March, and in the latter the Thor and the Yale-California.

These exhibits will be widely scattered. In the armory, the Indian and Marsh will be located on the main floor, the Curtiss in the gymnasium, the Thoroughbred and the Wagner in the basement and the Thor on the gallery.

In the Garden show the Yale-California will be displayed in the concert hall and the Thor on the gallery.

## Leavitt and Bill Separate.

Leavitt & Bill, of San Francisco and Los Angeles, one of the important jobbing houses on the Pacific coast, unexpectedly dissolved partnership on the 1st inst. The senior partner of the firm, J. W. Leavitt, who is at present in the East, will retain the San Francisco business, while J. T. Bill will remove to Los Angeles and take charge of the house there.

## Simmons Takes Over Hockaday.

The stock of the Hockaday Hardware Co., Wichita, Kas., has been acquired by the Simmons Hardware Co., of St. Louis, Mo., and has been reorganized with the following directors: E. C. Simmons, W. D. Simmons, F. E. Allyn, Harry F. Gee and E. W. Martin. Mr. Allyn will be the local manager. Both hardware companies job bicycles.

## Hurst Becomes a Corporation.

Charles S. Hurst, Worcester, Mass., who has handled bicycles for many years, has converted his business into a corporation and "taken out papers" as the Hurst Sporting Goods Co., with \$10,000 capital stock. C. S. Hurst himself figures as treasurer, Albert E. Hurst as president and A. C. Twombly as clerk.

## Makers Probably will Meet in Chicago.

It is extremely probable that the meeting of the Cycle Manufacturers' Association, which was fixed to occur February 7, will be held in Chicago instead of Buffalo, as was originally anticipated.

## CHINA BEGINS TO AWAKEN

**Government Agents Reports Favorable Conditions and Tells how to Get Trade.**

Special Agent Burrill, of the United States Department of Commerce and Labor, writes from Shanghai that the use of the bicycle in China is growing steadily, and that there is a ready sale for the machine in the central and northern sections. United States machines are well represented and popular, but the English makes are more extensively used. The special agent furnishes information in regard to style and prices that will interest manufacturers and dealers. His letter follows:

"Bicycles command a ready sale in central and northern China and the demand is steadily increasing. While machines manufactured in the United States are well represented and popular on this market, the fact that English bicycles are more extensively used indicates that a more careful study of conditions should result in a far more satisfactory business for the American manufacturer. Among the Chinese, both at the treaty ports and in the interior, there is a steadily growing demand for bicycles. Their preference is for straight handle bars and spring brakes, similar to those of the Humber, manufactured in England, and for a free wheel. In catering to the Chinese market it must be remembered that it is absolutely essential to supply the native with what he wants at a price that he can afford to pay, and any attempt at trading along different lines will almost be certain to fail.

"The Humber and Rover bicycles, both made in England, and retailing in this market for \$150 Mexican, have the largest sale both among the foreigners and natives. So far as the foreign trade is concerned, this is largely attributable to the numerical preponderance of the English in Shanghai, but the Chinese prefer these machines because they more nearly meet their idea of a properly constructed bicycle. The Rudge-Whitworth, made in England, and selling for \$150 Mexican retail, is also on the market, but the demand for this make is small com-



pared with other styles, both American and English.

"The retail prices of bicycles manufactured in the United States and represented on this market range from \$150 to \$215 Mexican. The Columbia sells for \$150 to \$215 Mexican; Rambler, \$150 Mexican; Pierce, \$135 to \$150 Mexican; Cleveland, \$150 to \$215 Mexican, and Westfield, \$100 to \$135 Mexican. At these prices the dealers here are making a fair margin of profit, and transacting a business which could be largely increased if the American wheel were better adapted to the Chinese requirement.

"In Shanghai there are the International Bicycle Company, the China Cyclery, and several Chinese stores selling bicycles and pushing the trade to the utmost of their ability. They have fewer complaints to make concerning the delivery and packing of the goods than are expressed by dealers in practically all other commodities on this market; but they suggest one improvement in packing American bicycles that is important, inasmuch as it would prevent rust. The English method is to wrap every machine in cloth, while the Americans use for this purpose a brown paper. The result is that not infrequently a wheel imported from the United States arrives here in a rusted condition. No such trouble is experienced with those brought over from England. Bicycles are packed in a strong box that will contain from four to eight machines which are wrapped, as already explained, either with paper or cloth. The frames are all put together, but the handle bars, saddles, and pedals are detached and packed separately.

"The steadily increasing demand for wheels among the natives of the interior has led the Shanghai importers to ship bicycles to Hankow and Tientsin for distribution in their immediate territory and to points beyond. Hankow, destined to become one of the most important cities of China, is approximately 600 miles up the Yangtse River, and the transportation facilities from Shanghai are excellent. Tientsin is easily reached from Shanghai by boat, and is only a four days' trip. The freight rates are not by any means excessive, although the three principal steamship lines, the China Merchants' Steam Navigation Company, Butterfield & Swire, and Jardine, Matheson & Co., have combined to maintain freight rates at what is regarded as reasonable figure.

"Practically all bicycles bought for the Chinese market are purchased c. i. f., which includes cost, insurance, and freight laid down in Shanghai. An import duty of five per cent. ad valorem is charged at Shanghai, but no additional duties are levied for shipment to the interior. Foreign importers usually order direct from the home manufacturer, but the Chinese dealers buy through commission houses in the United States or England, as the case may be. The Chinese are becoming more and more appreciative of the utility of the bicycle for business purposes as well as for pleasure?

## IDEALISM IN BUSINESS

### Pros and Cons Interestingly Discussed and Both Sides Carefully Weighed.

While we are somewhat, and maybe too largely, inclined to deplore the prevalence of what we term "trade inconsistencies" and "trade abuses," have we analyzed sufficiently the tendencies of the times, to convince and satisfy ourselves that they are anything but the logical consequences of evolution and progression in the economics of trade, contrasting strongly the present with the past, and imparting to us a sense of deep concern for the future? says F. H. Luthe in Hardware.

Have we not long ago emerged from "pioneering" in trade, and are we not, in deploring the departure of a few propitious elements that characterized trafficking in those days, and seeking to discover or create agencies for the removal of avowed antagonistic customs of to-day, attempting to reconcile provincial ways with metropolitan demands?

Are these various encroachments upon our trade "preserves," as far out of harmony with the complexity of influences and elements, which distinguishes the trading of to-day from that of a decade or two ago, as we in our more meditative moments permit ourselves to believe? Perhaps not. While we all refer reverentially to the good old days of yore, we would not if power were given us, even consider abandoning the broader environment of to-day for the narrower opportunity of the past.

To my mind, idealism in trade, contemplates several essentials, in order to make success attainable.

First—The choice of a substantial, legitimate and well defined branch or line of business.

Second—Its establishment in a reliably productive, uniformly prosperous section of the country.

Third—An increasing population of liberal consumptive capacity, endowed with an instinct and genius for producing and accumulating property and wealth.

It seems to me, that the fabric out of which success had to be woven, never was supplied with such manifold ingredients of superior raw material as we command. No branch of trade is regarded with more dignity and respect, than the one with which we are allied. There are no ninety-nine counties, contiguous to each other, anywhere in Uncle Sam's grand domain, that can, year after year, excel in productiveness, this beautiful garden spot that kind fortune smiled at, and placed us upon. And a sturdy people of industry and thrift lays a foundation of security upon which our negotiations and transactions are to rest.

All the elements at present which are primarily contributory to the attainment

of Idealism in Trade. They will not, however, flow together through natural processes, and form a chemical compound that can be bottled, labeled and held ready for use. Talent, enthusiasm, courage and perseverance in generous proportions, must be mixed therewith, before substantial returns or results are manifest.

Amid surroundings eminently favorable to great achievement, it should not be surprising to find a sharp contention for the possession of the returns of industry and commerce.

Competition with ourselves, and counter-competition with branches of "outside" or unrelated businesses, finds as a result, a keen development. Inroads are being made on what we regard as our legitimate trade province, and human-like, we attribute the absence of part of the success we should have merited, to these incursions made by trade foes, rather to acknowledge it as the penalty paid for moments when we indulged in sleeping on our rights.

Admitting that some "raids" are being made on our profession, are we administering to our neighbor's rights, the same conscientious consideration to which we are, with unquestioned authority, claiming title. What have not only been our own practises, but what are we now advocating with much ardor and zeal. An increase in, and greater variety of lines in our stores. And does that not directly imply trespassing on the rights of other merchants.

Have we any closer moral claim to trade on silver plated ware and clocks, paints, oils and glass, harness and whips, screen doors and building papers, field and garden seeds, and a multitude of other lines, originally unidentified with hardware, than for example, the groceryman has on tinware and other kitchen utensils?

It is a rational business proposition which contemplates "Entrance Forbidden" on one side of the fence, and an "open field" on the other, especially in an age when the blending of all classes of business seems to be a feature of trade?

Momentarily, these questions may appear as irrelevant, but a little further deliberation will prove that they are very pertinent to the subject in hand, inasmuch, as the broad development of any industry or trade, makes a circumspective analysis of antagonistic, as well as favorable influences a matter of primary consideration.

Doubtless the strongest opposing forces to our ultimate success, are as now viewed, these encroachments on our trade rights, which we are enduring under so much protestation, and for which, if no immediate means of removal can be found, a strong preventative from further depredations must be sought and applied. To handle intelligently a trouble of this nature, its source must first be located. We find that inducements to the consumer by way of prices, have tended to divert a considerable percentage of trade, that was formerly classed with our regular patronage.

In some instances, like with tinware, granite ware, etc., the competition conse-



quent upon new interests engaging in the business, has reduced prices on entire lines of previously restricted consumption, so that, in a few years, the demand has increased four and five fold. Articles of infrequent use and sale, have been promoted to the ranks of the most stable sellers that our stores contain. Thus, competition has not been without its compensation, if, in the change established, our heretofore larger percentage of profit upon smaller gross sales, has been reversed to a reduced margin, on multiplied sales, yes, making our actual revenue on a year's business in that department much greater than heretofore.

Trading in the abstract, is no different now, from what it was when man first found himself in need of commodities which a neighbor possessed. With the multiplicity of sources of supply that we find in each community now-a-days, the question of price is the one which holds the balance of power. In this country in particular, the average American citizen, is a Yankee Trader, and a bargain loving individual.

In our home requirements, we are all guided in bestowing patronage by the requisitions made upon the pocketbook, and not by sympathy, sentiment or philanthropy. So it is, with the great bulk of consumers of the land, and it thus becomes self-evident, that if we expect to continue as the leading distributors of hardware and allied lines, we must heed this strong force of attraction, which controls to a greater extent than all other influences combined, the destiny of trade in its various departments. It is not enough to regard nails, wire and washing machines as the only items upon which the trading public expect attractive figures. All staple articles, and by that I mean, all goods and materials which have a reasonably frequent sale, as well as many commodities of lesser importance, must, to command 1906 trade, convey 1906 price benefits. The figures at which they are offered, must, to a certain degree, reflect present values.

The same methods and practices which contribute to the success of other legitimate branches of trade, may with discretion, be applied to the hardware business. In most of such other enterprises, we see frequent evidences of the use of price attractions, and where judgment is exercised, with good results to the seller.

The hardware business, more than any other branch of the trade, is closed to the introduction of "get rich quick schemes" or "gold bricks," for its very legitimate nature forbids such interspersments. Quality and appearance, in material and workmanship, must be conspicuous with each article offered, commensurate, of course, with the price asked. Where the basis of value is found in the metals employed in its manufacture, no item can command a fancy price because it has a beautiful exterior, but a shoddy interior. Actual value of the item offered from a standpoint of utility, comes into first consideration. Our success cannot be spontaneous or spas-

modic, but will be of the kind developed by the slow but sure process of wise business engineering.

Originally, we held firmly in hand the entire hardware situation. The practices which have alienated any portion of our trade are, in the eyes of the consuming public, just as legitimate and as salutary as those we employ in the conduct of our own institutions. Such being the case, it is evident that it would have been infinitely better for us to have anticipated many of those movements and practices and to have made of them sensations within our own ranks. The advantage would have been that the trade would still be confined to its natural channels, and, instead of divided sales and diverted trade, the entire business would have passed over our counters and would continue to flow toward us.

Successful trading in future, in iron and steel manufactures, contemplates a thorough and rigid adherence to rules laid down by the economics of traffic elevated to a scientific level. It is a problem, a study, but it will find a competent solution in which sagacity and intrepidity will perform its part, like in the case of General Grant, when he was met by his much discouraged chief of staff, McPherson, at the close of the first day of the battle of Shiloh, a day of heavy Union losses, the latter said to him:

"Things look bad enough, general. We have lost about half of our artillery and a third of the infantry. Our line is broken in several places, and we are pushed back nearly to the river." General Grant made no reply, and finally McPherson said, impatiently:

"Well, General, what do you intend to do about it?"

Quick as a flash came the answer:

"Do. Why I shall reform the lines and attack them at daybreak. Lord, won't they be surprised." The outcome—the Confederates in full retreat next morning before 9 o'clock.

I should not be misunderstood as otherwise than ardently and actively favorable, in a broad sense, to reform and restrictions which offer a fair promise of protection to our interests against unbusinesslike customs and usages.

I believe that the question of increased business and increased profits will find its natural and most acceptable solution, to trader and consumer alike, in an era of increased consumption, brought about by a judicious campaign of gradual popularization of retail prices.

A readjustment of our old plans of operation will be necessary, and a system will be evolved, which will bring the various departments of our business into harmonious relation, for sales with small profits are never possible except when quick proceeds are yielded, which may, in turn, find prompt investment in the enterprise.

Our salvation, our immediate success and our enduring progress, lies in our inclination to grasp the opportunity of to-day, and to make it abound with auspicious results.

To divine the tendencies and requirements of to-morrow, and to be prepared to meet and accept conservative reforms so that we may advance our interests along with the march of progress that characterizes commercial pursuits of the Twentieth Century. Most certainly we are not retrograding.

#### Affecting the Price of Rubber.

It used to be a common remark that so narrow is the margin between the production and consumption of rubber that the loss of a single cargo at sea would notably influence prices, says *The India Rubber World*. The assertion has had partial proof of late, though as yet no important cargo of rubber has ever been lost on the high seas. But recently a shipload of 210 tons went down in the Amazon, and the first effect was an advance in London prices.

This was only temporary, however, since stocks were larger than for some time, and the hope prevailed that the sunken rubber would be raised. It now appears that all of the Cyril's cargo has been salvaged but seventeen tons. But a single ship has sometimes carried a thousand tons of rubber from the Amazon, and the loss of such a quantity in midocean would indeed upset all market calculations. The shippers might be protected by the insurance companies, but the world would miss the rubber. A consoling feature of the Cyril case is that rubber is not injured by so slight an accident as being dumped in the bottom of a river for a few weeks. It is, indeed, subject to fewer ill influences than almost any other cargo known to commerce.

#### Shipping Diamonds in Carloads.

Gratifying evidence of the healthy condition of the bicycle trade was received the past week by the Diamond Rubber Company, in the shape of an order for a car-load of bicycle tires, the order being placed by the Pacific Coast Rubber Company of Tacoma, Washington, and Portland, Oregon.

As this is said to be the first car-load lot order for bicycle tires ever sent to the Pacific Coast, the Diamond people will celebrate the event by forwarding the car properly bedecked with banners and gay colors.

#### Will Amuse and Manufacture.

The Standard Amusement & Mfg. Co. has been incorporated at Bridgeton, N. J., with \$50,000 capital. One of the numerous things the new company intends to do, as set forth in the papers, is to sell and repair cycles. Albert R. McAllister, Clarence Crane and Elmer H. Crane are named as incorporators.

#### Ball Bearings in Bicycle Motor.

In the 1906 Merkel motor, ball bearings are being freely employed for the first time. Balls have been applied to all the main bearings and to the end of the connecting rod. Mechanical valves are also being used.



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for the

# National Agency for 1906

It is one of the most valuable assets in the cycle trade to the dealer who knows how to make the most of a bicycle bristling with exclusive features of well proved merit.

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NATIONAL CYCLE MFG. COMPANY, Bay City, Mich.

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### WILL OUT-LAST TWO OR THREE OF OTHER MAKES

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THE FISK RUBBER CO., Chicopee Falls, Mass.





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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, JANUARY 13, 1906.

### China as a Future Market.

The report of the Government's special agent regarding the cycling promise which China holds, which report is printed in full in another column, is of more than passing interest.

For many years the treaty ports of the Empire have "nibbled" at bicycles, but the news that they are now making headway in the interior is the significant part of the report. In view of the awakening that has come over the Chinese since the Russo-Japanese war, it is not strange that the bicycle should follow the bullet. It is an odd side of history that this has invariably proven the case during recent years. Japan, Cuba and the Philippines are all notable instances. Popularly speaking, the Filipinos are not racially far removed from the Chinese, and certainly no country was more unpromising from a cycling standpoint. Yet immediately following the Spanish-American conflict a demand for bicycles arose that attained no small proportions, and though it no longer is what it once was, it has not wholly abated.

The demand that is possible, therefore, if China really calls for bicycles readily may be imagined. With its countless millions

of population, it is not impossible that it may prove the best foreign market on the globe. At this time such a state of affairs may seem dreamlike, but things as strange as that have happened—the Japanese demand, for instance.

In view of the Government's advice, it will be well for the American manufacturer to keep an eye on China, if he does nothing more. It would be more to his benefit did he inaugurate inquiry of his own and assist in the cultivation of the Chinese demand. It may be rather slow in coming, but, when it comes, it should be well worth while, it may, indeed, and, as has been suggested, prove prodigious.

### Delving into Motor Matters.

That it is possible to gain a deal of enjoyment from the use of the motorcycle other than that which is to be obtained from merely using it as a vehicle of transport from one locality to another, is readily to be seen from the experience of the English clergyman quoted in another column. Few riders, indeed, understand more than the merest rudiments of the principles which are involved in the action through which the power of the motor is obtained, and still fewer of them have any great amount of inclination to go deeper into the matter than is necessary to a clear understanding of the proper working of the mount. To those who are mechanically inclined, however, is granted at their will a measure of enjoyment which even goes beyond that mere degree of animal enjoyment which comes from riding, because it involves the employment of brain as well as muscle.

Nor is a great amount of theoretical information essential to such a train of procedure, for the sole equipment which has been brought into requisition in this particular case, aside from the very essential component of mechanical dexterity, has been the powers of observation which nature has granted to all men in equal measure. From perfectly natural opinions which he has formed as a result of his reading, the experimenter has come to the conclusion that it is possible to increase the power of his motor in one of two ways, barring, of course, such alterations in the structure of his mount as would make of it practically a new machine, and, consequently, he has worked upon those two lines. In the one, he has attempted to give a freer path of release for the spent gases which have done their work in the engine, thus getting

rid of the pressure which they must assert as soon as it is no longer useful in the engine. In the other, he has attempted, by various expedients to increase the amount of energy which may be obtained from any given charge of gas.

Considered technically, it is to be remarked that the results which he obtained when comparing the use of the auxiliary port in the cylinder wall with that of the extra valve mounted in the head, in which he found that the greater speed was obtained in the former case, are undoubtedly attributable to the more rapid reduction in pressure obtainable in the first case. With the auxiliary port the amount of port opening at the instant when the piston changes its direction of travel is sufficiently great to cause an instant falling off in the pressure within the cylinder and to effect its reduction to such an extent that with the main exhaust valve opened there will be little or no back pressure during the return stroke. In the case of the extra valve, on the other hand, the period of opening of both it and the main valve, however short in point of actual time, is yet sufficiently long to allow the piston to travel a measurable distance along the bore. In other words, the releasing of the exhaust taking a greater amount of time in the second case than it would in the first, would involve one of two bad effects, according to the timing of the valves; either they would be given so much "lead," that is, opened so early in the stroke, that the pressure would fall before the piston had reached the limit of its travel, and thus the mean effective pressure throughout the working stroke would be materially lowered, or else they would not be fully opened until the piston has commenced its in-stroke, and, as a result, the exhaust stroke would be resisted by a certain amount of back pressure which would counterbalance a corresponding amount of effective pressure which had been used on the previous stroke.

In the matter of the common practice of using interchangeable inlet and exhaust valves, it is hardly necessary to say that the usage of giving them a different amount of lift or opening secures the necessary variation in port area, and is perfectly satisfactory, granted, of course, that they are made sufficiently large. Doubtless, however, there are few motors which would not be benefited by allowing them a more liberal outlet for the waste gases. In fact, the exhausting process of a motor may be compared to the sanitation of a building,



whence it will be seen that its function is as important as that of drainage, and its neglect affects the efficiency of the motor just in the same way that the plugging of an outlet causes unsatisfactory results in a sewage plant.

His attack upon the fuel problem, while not revealing anything of startling importance to the world, yet furnishes a gratifying unofficial corroboration of the statements of a number of other students of the gas engine. His success in the use of acetylene gas as an auxiliary to the regular fuel of the motor suggests a novel and very convenient wrinkle for the benefit of the man who runs short of gasoline on the road and has no means of replenishing the supply. Whether or not it would be possible to use such a mixture for the purpose of increasing the motor's speed in racing is hard to say, but it doubtless might prove so, and, at all events, it would be an interesting line for further experimentation of the same sort.

While it cannot be said that investigations of this sort are in any way likely to increase the world's store of really scientific information, since it is not carried out in a deeply theoretical manner, yet it is extremely useful as an addition to what has been learned already, and as a means of putting to the test any theories which the experimenter may have formed in his own mind. More than that, he has supplied himself with a mass of knowledge of the intimate workings of the motor under all sorts of conditions, which otherwise he probably never would have done, unless he had been "in the business," and consequently has placed himself upon an independent and wholly advantageous footing in the mere pastime of motorcycling.

#### "Karl Kron" Again Heard From.

Lyman H. Bagg, or "Karl Kron," the eccentric New Yorker, who still rides a high bicycle and who for about 25 years has made himself believe he is riding around the world on the "installment plan," has been again heard from. After riding through Great Britain, he has sailed for Buenos Ayres. This is the way he summarizes his latest "installment":

"Bareheaded for 777 7-10 miles; such is the record of my great and good ride from the dock in Liverpool to the most northerly clothesline in Great Britain, where my white cycling togs buttered triumphantly in the bright morning sunshine. The averages were 32½ miles for 24 riding days; and each day had special scenic attractions of its own."

"Motorcycles: How to Manage Them." Price, 50c. The Bicycling World Co., 154 Nassau Street, New York.

## MOTORCYCLES CAME FIRST

### How Automobiles Evolved from Daimler's First Machine—Some of the Early Trials.

Probably the great majority of cyclists, not to mention the public at large, regard the motorcycle as the outgrowth of the automobile, and it will doubtless come as a surprise to them to learn that the reverse is the case. The internal combustion motor was first applied to a bicycle. While Beau de Rochas was the inventor of the gas engine, although Otto is usually credited with it, Gottlieb Daimler was the first to apply it to a road vehicle and thus became the founder of the vast industry that has been built up, not alone as a heritage to his descendants, for the Daimler works in Canstatt, Germany, are perhaps the largest in existence, but to the world at large.

Daimler's great idea in life is said to have been to possess a vehicle driven by motor power. This was at a time when the gas engine was comparatively new—the industry of building such prime movers was in its infancy and the use of a motor employing gasoline or other spirit was entirely unheard of. The first steps taken were with a view to improvement in the ignition system of the gas engine, and Daimler, associated with one Maybach, who has somehow or other since become lost to fame, carried on their experiments in a tiny shop in Canstatt, on the spot where the German government has since erected an elaborate memorial to the inventor.

Canstatt was then a small town, and these secret experiments of which everybody had heard but none knew the reason, aroused the suspicion of the police. One night the two inventors were sitting plotting and planning when admittance was demanded in the name of the law and a whole squad of police entered to arrest the coiners. After profuse apologies upon learning of their mistake the inventors were thereafter left in peace to work on their engine.

After a great deal of experimenting the speed of the motor was increased to 600 revolutions per minute, the maximum limit attainable before that being 200. As soon as the ignition was sufficiently improved Daimler decided to discard the horizontal motor, the only type in use up to that time, and devoted himself to the designing of a vertical cylinder. The result of all this study and experiment was finally mounted on a bicycle to which small safety wheels resembling castors were fitted on outriggers at each side, as none of the Daimler family had acquired the art of riding the two-wheeled steed. But all the so-called safety wheels ever accomplished was to throw the rider every time he attempted to make a turn. Nevertheless, Adolf Daimler, Jr., once succeeded in riding the mile and a half between Cannstatt and Untertuerkheim without more than two accidents. It must have been far from a pleasant ride as the cylinder exhausted directly onto the

saddle beneath which it was located in close proximity. The latter naturally got hotter and hotter until young Daimler found it the better part of valor to dismount.

This somewhat discouraged the builders and they accordingly discarded the bicycle and determined to fit the motor in a boat. A workman, sworn to secrecy, carried the motor, carefully wrapped up, to the Neckar River in the small hours of the morning and trial spins were undertaken until daylight when the motor was returned to the shop with the same care. These trials were successful right from the start, but it is interesting to note that at this time there was such a fear of the unknown qualities of gasoline that electric wires strung on porcelain insulators were installed all around the inside of the boat and it was given out generally that the boat was driven by electricity.

Having achieved success with the boat Daimler returned to land, but instead of reverting to the bicycle he took an ordinary horse drawn phaeton and divesting it of its shafts, fitted it with a 1½ horsepower motor. This had two vertical cylinders springing from the same point on a common crank case in the shape of a V, and came to be known as Daimler's "standing clock" motor. The phaeton must have proved too weighty for the diminutive motor, for soon after this it in turn was discarded in favor of a quadricycle. Both these vehicles are now in the Munich Museum. This last brought matters beyond the experimental stage and by comparing it this attempt will be found to embody all the basic principles of the automobile of to-day—the vertical motor, a method of changing the speed by means of sliding gears and a differential. In short, it represented the up-to-date automobile of its time and the only difference between it and the latter day products consists in development of the same ideas and refinement in detail. Daimler, like most Germans, was of the slow going but sure type, and it was only with great difficulty that he was prevailed upon to manufacture. He found his fullest and earliest appreciation in France which has resulted in the supremacy of that country in the automobile field.

#### About the World's Championships.

For the first time since the institution of the world's championship races the year opened without any official decision having been arrived at respecting the venue of the big annual tournament. Switzerland was nominated at first, but the question of the suitability of the track is still undecided. Germany is also a candidate. The question will be probably decided at the sitting of the International Cyclists' Union, which will take place in Paris early next month.

At the so-called international conference of motorcycle clubs, held in Paris last month, it was definitely decided to hold this year's International Cup race for motor bicycles in August. The race has been set for June 29.



## HISSES IN THE ARMORY

## Close Finish and Doubtful Decision the Cause—Two Hotly-Fought Events.

As usual, a large and enthusiastic crowd witnessed the fourth set of games held by the Sixty-fifth Regiment Athletic Association at the Broadway armory, Buffalo, N. Y., Friday night last, 5th inst. The feature was the bicycle pursuit race in which Buffalo's best speed merchants measured strides. It was an eight man affair with trial, semi-final and a final heat, the last being unlimited. Charles McCracken won the first two mile heat from D. M. Tanner, and "Dick" Hoover beat Al. Mercer in the second. The most interesting of the trial heats, however, was the third, in which W. E. Bauman and Fred Schudt were the contenders. They battled along on even terms from the crack of the gun until the bell, and Bauman crossed the tape first by only a narrow margin. Gurney Schue captured the fourth heat with consummate ease, A. W. Holmes being the loser. W. E. Bauman had little difficulty in overhauling McCracken in one mile five laps in the second semi-final. In the opinion of eye-witnesses R. J. Hoover was made an "official victim" when he clearly won from Schue by several lengths, Schue being given the verdict to the disgust of the majority of the spectators. They expressed their opinion by roundly hissing the announcement. The final heat was child's play for Bauman, he overhauling Schue at three laps over the mile.

Nine riders lined up for the final heat on the one mile handicap, and out of this number Bauman, from the forty yard mark, was the winner. J. Stiglemeir made good use of his 100-yard lead and ran second in the final. C. J. Smith was third. Time, 5:18. The summaries:

Unlimited pursuit, in two mile heats—First heat—Charles McCracken, first; J. M. Tanner, second. Time, 5:29½. Second heat—R. J. Hoover, first; Alfred Mercer, second. Time, 5:28¾. Third heat—William E. Bauman, first; Fred Schudt, second. Time, 5:20¾. Fourth heat—Gurney Schue, first; A. W. Holmes, second. Time, 5:34¼. First semi-final heat—William E. Bauman, first; Charles McCracken, second. Time, 3:58¾. Distance, 1½ miles. Second semi-final heat—Gurney Schue, first; Fred Schudt, second. Time, 5:25¾. Distance, two miles. Final heat—William E. Bauman, first; Gurney Schue, second. Time, 5:40. Distance, two miles ½ lap.

Two-mile handicap, three to qualify—Event No. 1—Two-mile bicycle race, handicap. The handicapper reserves the right to change the handicap or trial heat of any contestant prior to the running of the heat in which he is entered. First, second and third in each heat to qualify for final. First

heat—J. Stiglemeir, Standard W. C. (100 yards), first; H. W. Willyoung, Ramblers' B. C. (145 yards), second; V. Barrett, Ariel B. C. (125 yards), third. Time, 5:22. Second heat—J. M. Tanner, Moonshiners (35 yards), first; Alfred Mercer, 65th Regt. A. A. (45 yards), second; C. J. Smith, Ivanhoes (105 yards), third. Time, 5:21½. Third heat—W. E. Bauman, Ariel A. C. (40 yards), first; Gurney Schue, Ramblers' B. C. (35 yards), second; J. Nagel, Standard W. C. (115 yards), third. Time, 5:18. Final heat—W. E. Bauman, Ariel A. C. (40 yards), first; J. Stiglemeir, Standard W. C. (100 yards), second; C. J. Smith, Ivanhoes (105 yards), third. Time, 5:18. Also ran—H. W. Willyoung, V. Barrett, J. M. Tanner, Alfred Mercer, Gerney Schue and J. Nagel.

## One of the Newest Workers.



ERNEST G. GRUPE.

Although he has been riding a bicycle for a number of years, Ernest G. Grupe, whose picture is above reproduced, did not get into the "thick" of cycling affairs until last year. He was quickly recognized as a "find." He displayed such energy, ability and activity that he was promptly made secretary-treasurer of the New York division of the Century Road Club of America, to which office he has just been re-elected. Grupe is the sort of a man who believes in "doing things" and as the ink flows readily from his pen, he will no doubt accomplish much, in his capacity of secretary, for the cause of cycling in this locality. He also is a rider of no mean ability and was with the party that made the first century of the new year. He has since made two more. He is going to try for the mileage medal this year and says if he does not get it the fault will not be his.

## Urges Lamps for all Vehicles.

In his annual message to the legislature, Governor Stokes recommends that "vehicles of all kinds using the public highways should be required to carry lights at night for the protection of themselves and the public."

## MOTORCYCLES MADE SAFE

Author of Another Automobile Bill "Worn Over" and will Side with F. A. M.

Having made certain that motorcycles will be exempted from the provisions of the amended bill which the Automobile Club of America has drafted for introduction into the New York legislature, the Federation of American Motorcyclists has also been successful in removing another threatening and more far-reaching obstacle by inducing the publishers of Outing to do likewise with the act which they have prepared and which is to be presented in a number of States with a view of promoting uniformity of law.

President Betts, of the F. A. M. made the motorcyclists' position so clear that Editor Beecroft, of Outing, has not only agreed to eliminate all references to motorcycles from his measure, but to assist in having them expurged from existing laws.

Outing's bill, as will be recalled, calls for numbers, front and rear, for a license fee of \$25 and suspension of license for 15 days for a first offense, 30 days for a second offense and revocation for a third infringement, while Secretaries of State are authorized to suspend or revoke them whenever they deem fit. It also proposes an annual tax of \$2 on manufacturers and dealers.

Mr. Beecroft stated that these provisions were drawn as the result of a mail vote of automobilists and while the bill may not pass in States in which motorists are well organized, there is small doubt that in view of the present temper of the public, it will stand an excellent chance of enactment by not a few Legislatures. Therefore, in having motorcycles exempted, the F. A. M. has rendered no small service to the cause it represents.

## Revising the Motorcycle Rules.

Roland Douglass, chairman of the F. A. M. Competition Committee, is now engaged in overhauling the rules applying to motorcycle contests generally. Several changes of some moment will be made, one of the most important being the reduction of the registration fee from \$2 to 50 cents. The reduced figure will be for registration, pure and simple, and will not carry with it any of the benefits of membership. On the other hand, the membership card will also be equivalent to a registration certificate.

## Americans Fail to Qualify.

Cable advices from Australia state that Iver Lawson and Floyd McFarland, of America, and Henri Mayer and Walter Rutt, of Germany, failed to qualify in the classic Austral Wheel Race. A native named Sandberg, who was on the limit, won. As the first prize this year amounted to more than \$3,000, no doubt the scratch men are disappointed.



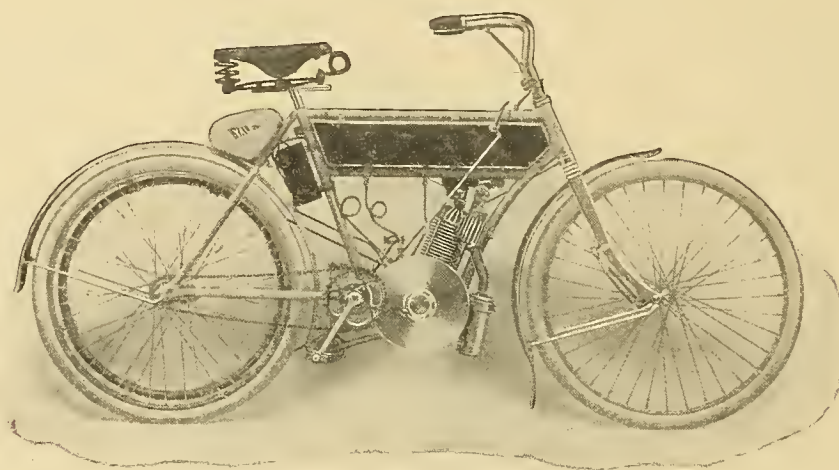
# See It

at the

## Madison Square Garden Show

Space 170, Concert Hall

January 13-20th, 1906



The

# Yale-California

2 Horsepower; \$175

The Practicable Motorcycle for the Practical Man.

It has speed "to burn" but it actually will run at a walking pace and that's a point that is of vital interest to the practical man who wants a machine for use in city as well as country.

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There is no sameness about the Yale-California. It is all Yale-California and chockful of ingenious and exclusive ideas.

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CONSOLIDATED MFG. CO.

TOLEDO, OHIO.



## EARLIEST PNEUMATIC TIRES

Inventor Dunlop Engages in a Discussion  
Which adds to History.

Although it is generally conceded that J. B. Dunlop constructed the first pneumatic tires ever put to practical use a heated discussion in the British papers makes it appear that there is a doubt existing in the minds of those who were mainly responsible for its introduction as to which of them made the first successful air-filled tire to be applied to a bicycle.

It was in the fall of 1887 that J. B. Dunlop, a Belfast veterinary, purchased a Quadrant tricycle from the then small firm of R. W. Edlin & Co., Belfast, for the purpose of experimenting with his pneumatic tires, Dunlop having conceived the brilliant idea that tires filled with air would be more resilient, faster and cause less vibration than the then universal solids. Of course the idea was not at first taken seriously.

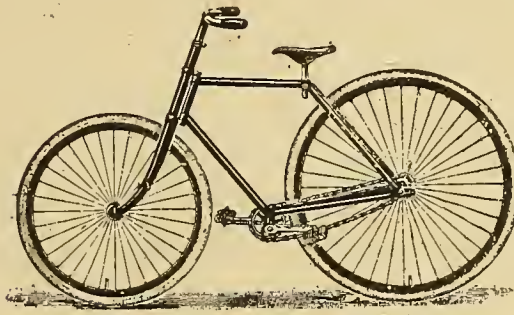
Dunlop's first pneumatic tires, which were fitted to the tricycle were completed in 1888 and shown to Edlin, who claims that he immediately realized that the invention could not be properly tested in this crude form and suggested that they make a bicycle for the purpose. The wheels of the original tricycle were made extra large, 52 or 54 inches in diameter, and as the machine was built for 42 inch wheels, which gave a gear of 52 inches, quite high enough in those days, when Dunlop's extra large wheels were fitted the frame sloped down from the rear axle at an angle of about 45 degrees. No wonder a practical man would consider it a freak. The gear, too, was something over 100 inches, at that time not short of monstrous.

The discussion anent the original tire came about through the publication of the accompanying cut which, it was claimed, was the first bicycle to be fitted with pneumatic tires made by Mr. Dunlop. Edlin took exception to the claim, stating that the tires on the machine illustrated were made by his partner, Finlay Sinclair.

"I have now in my possession one of the wheels of the bicycle referred to with the original tire, which I made and fitted and which has never been removed from the wheel," is the countercharge of Mr. Dunlop. "Attached to the wheels are two labels of the Pneumatic Tire and Booth's Cycle Agency, and on one of the labels is written in red ink: 'One of the original pair of wheels fitted with tire by J. B. Dunlop in 1888.'

"If any doubt should exist in any person's mind as to the tire being one of the original pair, the tire could be identified by the cloth used in its construction. The cloth used in the first pair of bicycle tires was a purchasable article which I procured myself; whereas, the cloth used in all the roadster tires afterward, covering a period of many months, was exceedingly flexible

at the sides of the tire, and was made by the famous linen firm, the Island Spinning Co., Lisburn. It should be mentioned that the other original bicycle wheel and tire are in the possession of the Dunlop Co., Paris, and I am sure the original tire is on that wheel also. At any rate, the original tire was on that wheel when it left my hands about eleven years ago. The Quadrant tricycle, minus driving wheels, was purchased from Mr. Edlin in the spring of 1888, and not in the autumn of 1887. It took me about three months to procure rims, build the wheels and fit tires. I was very busy in my profession, and could find few spare moments to build the wheels.



FIRST PNEUMATIC TIRED BICYCLE.

"I was rather particular to have the original tires and bicycle photographed, and I had this done very soon after the bicycle was built. No other photograph was taken of this bicycle.

"It is only fair to Mr. Edlin to say that as soon as he had a ride on the tricycle he did suggest that he should make a suitable bicycle to be fitted with pneumatic tires, but he did not suggest any improvement in the tire, nor did he know how it was constructed. I procured steel for the rims and grooved them myself. Mr. Edlin made suitable rollers for bending the steel into the form of a rim. Mr. Edlin rode the tricycle in July, 1888, and the bicycle was made in the following November.

"I designed and had made the first real detachable pneumatic tire held on by endless wires. I had previously patented such a tire in the interests of the company. I made the tricycle tires of the purest and thinnest rubber I could procure with the view of obtaining great speed and also thoroughly testing the liability of a pneumatic tire to puncture. The tricycle rims were made a little broader than was afterward found to be necessary, but this was done as an experiment with a view to prevent side roll, which is well known to cause friction and therefore slow the tire. Some time after the company was floated a decided improvement was made in the valve, but none in the tire itself. The wheels were made extra large as this was the most convenient method of gearing up to suit the tire. I fitted the tires first to the driving wheels of a tricycle because no bicycle forks would take a pneumatic tire. The bicycle was built complete in 1888, and was ridden, as a test machine, by my own son, Mr. Edlin and others. I taught Mr. Sinclair to make pneumatic tires about the end

of February, 1889, superintended and assisted in the making of the first half-dozen pairs and exercised general supervision during the spring and summer."

The discussion becomes interesting when Mr. Edlin asserts himself in this wise:

"It is utterly impossible for Mr. Dunlop to have one of the wheels of the first pneumatic bicycle fitted with the original tires made by him in 1888. The original tires on this machine were taken off, and the tires upon it at the time it was photographed were made by my partner, Finlay Sinclair, and to substantiate my assertion, I ask Mr. Dunlop if the following incidents in connection with the first pneumatic bicycle are true, viz., that after a very short trial of the bicycle by myself and only three others, including Mr. Dunlop's son, the first tires collapsed (in fact, I believe that I should be quite right in saying that they did not run 20 miles), that they were taken to pieces by Mr. Dunlop in one of our workshops set apart for the purpose. That the object Mr. Dunlop had in taking them asunder was first to find out the cause of them collapsing, and secondly to show Mr. Sinclair and myself their construction. It was fairly easy to see, even at that early stage, what was the cause of tires collapsing, viz., that the very thin air tubes, which had been very ingeniously made out of what is now known as ordinary sheet or patching rubber, had become chafed through on the edge of the rim, owing to an insufficiency of solution on the inner flap of the canvas retaining pocket, causing the tube to blow down between the pocket and edge of rim. It was at this point that Mr. Dunlop gave my partner, Finlay Sinclair, his first lesson in pneumatic construction. This was before Christmas, 1888, not February, 1889, as Mr. Dunlop says. As proof of this, we advertised the pneumatic bicycle for sale in December, 1888, and I assert that Mr. Sinclair not only made this second pair of tires that were fitted to the first pneumatic bicycle, but that these also were found to be defective at the same point as the former ones, although they lasted longer, and that a third pair was made, which embodied a very important improvement suggested by Mr. Sinclair, viz., a strip of thin rubber stock stuck to the edge of the rim at the point where all the former trouble had arisen. This improvement and a further one of fixing a foundation strip of light canvas to the rim, so that the thin strip of rubber should adhere better, was the form that the successful pneumatic tire eventually assumed.

"The statement made by Arthur du Cros at the Dunlop dinner, that Finlay Sinclair made the original (successful) Dunlop tire, as fitted to the machine then on view, was perfectly true. It is also a fact that the tire on the other original wheel, in possession of the Dunlop Tire Co., of Paris, was also made and fitted by Sinclair.

"It is true that Mr. Dunlop procured the steel for the first bicycle rims, but he did not groove them as he says. I made the



tools for doing this, although I believe Mr. Dunlop stood by while I did the grooving.

"When I designed and had made the first real detachable pneumatic tire held on by endless wires." This statement is incomprehensible to me, and I am sure to many others as well. Patents were taken out for detachable wired-on pneumatic tires long before Mr. Dunlop's wired-on patent dated April, 1891, one especially being a detachable endless (or its equivalent) wired-on tire taken out in November, 1890, by T. W. Robertson, and Harvey du Cros, sen., Mr. du Cros being then (as now) chairman of the directors of the Dunlop Co., Mr. Dunlop being at that time also a director, and it is also well-known that others outside the Dunlop Co., viz., Scott, Trigwell, and Welsh took out patents, all of which were long prior to Mr. Dunlop's wired-on tire."

#### Maplewoods Elect Officers.

The Maplewood Sporting Club of Newark, N. J., which pays more attention to cycling, perhaps, than any other form of sport, has elected the following officers for the ensuing year: President, Theodore W. Van Iderstine; vice-president, Emory H. Dare; secretary, William J. Rink; treasurer, Charles P. Edwards; members of board of governors, Frederic H. Allendorf, chairman; Ernest M. Van Iderstine, Charles C. Barnard, Michael J. Lyons, Jr., and Charles L. De Grasse.

#### Queer Result of Thief Chase.

A good illustration of the value of the motorbicycle as a thief chaser was given in Garden City, L. I., one day last week, when a student of St. Paul's school who had left his bicycle in front of Thomas Allen's store, came out just in time to see it being ridden away by a stranger. Allen being informed of the fact, lost no time in getting out his motorbicycle, and giving chase succeeded not simply in capturing the stolen wheel, but in recovering another which was just being ridden off by a second individual of furacious propensities.

After pursuing the fugitive for some little distance in the direction of Mineola, he overtook him in the vicinity of the Jericho turnpike, when the fellow, seeing that the game was up, jumped off and took to the open lots. At the same time, another man was riding a bicycle, coming up and seeing the chase, abandoned his mount and followed the runner. Later, it was found that the second wheel had also been stolen, and it is supposed that the two men had been in league, and had "lit out" together, for no trace of them could be found afterward.

#### Motorcycles Climbed the Canyon.

Thirteen riders representing eight makes of machines, started in the motor bicycle hill climb up Box Springs Canyon, an oiled road four miles in length, with an average grade of 8 per cent., near Riverside, Cal., on

Christmas Day afternoon. It was won by Charles Knoll, riding a 3½ horse-power Mitchell, who covered the 3¼ mile incline in 6 minutes 55 seconds. C. W. Ridsen (Indian), punctured a tire half way up, but finished on the rim in 7:15, winning second prize. After the climb Ridsen tried for the record for the hill, making the ascent in 6 minutes 45 seconds. The best previous time, 7 minutes 1 second, was made by a 4-cylinder automobile.

#### Elliptical Sprocket Crops up Again.

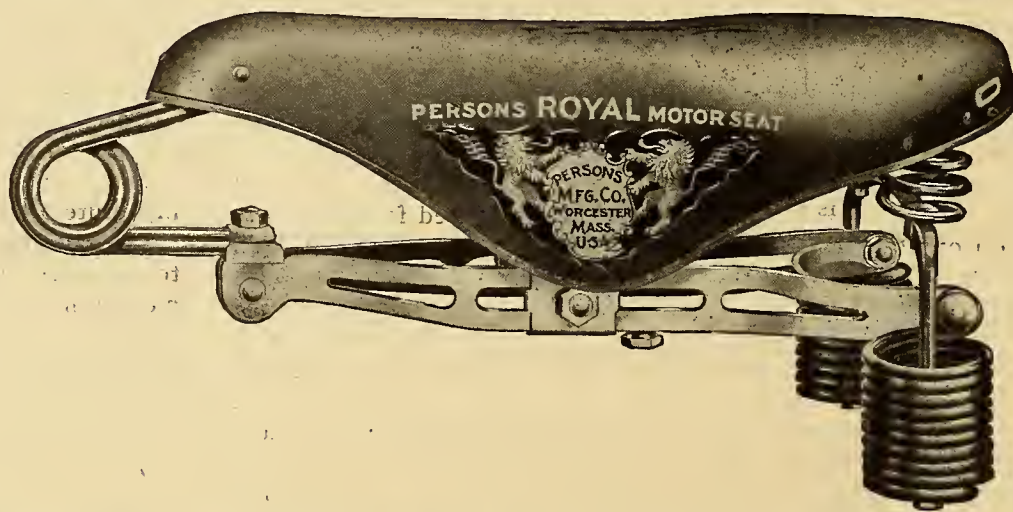
At the recent Paris Automobile Show the elliptical sprocket made its appearance on a motor car. It actually was presented as a novelty, too. Although many of the late generation of cyclists do not know it, it was with a bicycle fitted with a sprocket of the sort that the mile record was first brought under two minutes. It created such a great furore that the Pope Manufacturing Company adopted the sprocket, the "merit" of which was, however, exploded.

#### Beats the Cortlandt Street Trick.

An Irishman recently opened a bicycle repair shop and then proceeded to pawn the first machine sent in for \$3.42. He is now regularly employed on government work, where he has a job which will last him for at least four months.

## PERSONS ROYAL MOTOR SEAT

### ADDS LUXURY TO MOTORCYCLING



**The Very Best Motorcycle Saddle**  
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 **Insist on getting it when you place your order.**

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## MOTORCYCLES IN MAIL SERVICE

## Postmaster's Ban Not Effective—Experience and Opinion of a Rural Carrier.

If the Fourth Assistant Postmaster General ever did issue his famous or rather infamous order prohibiting the use of bicycles, motorcycles and automobiles in the rural delivery service, there is evidence that the order either miscarried or that it is not being generally obeyed. C. W. Axtell, whose remarkably successful experience with a motorcycle was related in last week's *Bicycling World*, indicates that state of affairs, as also does a communication received from C. L. Clayton, Wellington, Kansas, who was one of the first carriers to adopt that form of delivery. Mr. Clayton writes:

"I do not think that the Postoffice Department has ever issued a general order against automobiles, motorcycles, bicycles, etc. The trouble has probably arisen about some special case, in which a carrier has not managed his machine to the best advantage, causing some complaint to be entered against it, and the Department has forbidden further use of the machine in the special case. It is true the impression is abroad that the Department has issued a general order affecting the use of bicycles and motors in the R. F. D. service, but nevertheless such machines are still being used.

"In my experience with the motorcycle in the R. F. D. service, I have practically never been delayed on the route. Also, arrangements can be made without difficulty to carry all the mail that one has to carry on a rural route, and to protect it from stormy weather. As the *Bicycling World* suggested, delay is sometimes experienced with horses.

"My motorcycle, while much more speedy in the delivery of mail on good roads than horses, is, of course, not so reliable as horses on muddy or rough roads."

Mr. Clayton's experience, which was detailed in the *Motorcycle Magazine*, shortly before it was merged with the *Bicycling World*, is of interest at this time. His story was as follows:

My connection with the rural free delivery was the occasion of my purchasing a motor bicycle, and while I am somewhat fond of cycling in any form, yet I am a motorcyclist from the standpoint of business rather than pleasure. In the performance of my duty as a carrier, I am compelled to travel twenty-seven miles per day, and the discovery of the best means of daily locomotion over this distance has been with me a very important matter.

After I had been driving horses over my rural route for more than a year, it occurred to me one day, when I had a lame horse, to try my pedal propelled bicycle. I was rather pleasantly surprised to be able to make the route upon it as easily as I did. I carried the mail in this manner until my lame horse was well, and thereafter I alter-

nated my "push" bicycle with my team for several months, to the great relief and improvement of my horses.

When the novelty of pedalling around the route was beginning to wear off, I concluded that if the push bicycle was a considerable success on a rural route, a motor-driven bicycle would be a still greater success. Believing that the best would in the end be the cheapest, I ordered what I had reason to believe was a motorcycle of the best make. It was shipped promptly from the factory, as per agreement, and I received it during the latter part of February of the present year. I knew nothing at the time about gasoline engines, save what little idea of them I had obtained from an automobile dealer, who took me over my route one day in his car with a view of selling me one.

After using my motor bicycle every day for a week I felt familiar enough with it to venture on a trip with mail. The way I put the road behind me was highly gratifying. The speed I am enabled to make is so exhilarating that I am often tempted, in accordance with the habit of the race after which my machine is named, to whoop as I fly through space.

With a good horse I can make my route in six and one-half hours, which, of course, includes many stops. With the motorcycle I am covering it in two and one-half hours.

If it is desirable to transport mail rapidly on fast trains from city to city, it is surely also desirable to transport it rapidly to its ultimate destination, which is so often a rural home, and I contend that the motorcycle is the proper adjunct of the railway train in completing the delivery. The latter transports mail with wonderful speed as far as the railway station or post office. Here the motorcycle receives it, and with almost equal speed dashes through rural districts and back to the post office, its rider at once delivering mail while he collects the outgoing matter to be dispatched on the earliest trains.

The early morning Kansas City papers reach my station (Wellington Kans.), two hundred miles distant, at 10.35 a. m. each day on a specially chartered fast mail train. In addition to other mail arriving on this route, each rural route leading from Wellington receives a package of these early morning papers for delivery. At 11 a. m. the rural carriers depart upon their respective routes. On my motor bicycle I am enabled to deliver these Kansas City morning papers to nearly all the patrons on my route by the time the noon hour is passed, and by postponing the resumption of afternoon labor, a few minutes after 1 p. m. the last patron of the route may glance at the news and examine the market reports. With a horse I can deliver Kansas City morning papers to only the first third of my patrons by 1 p. m.

These facts illustrate how the speed of the motor bicycle is a fitting complement to that of the railway train in the mail service.

I believe a motorcycle will easily do

three-fourths of the work on a rural route. If it ordinarily requires two good horses to do the work of a route, a motorcycle carrier can dispose of one of them and keep the other in a much better condition for travel by the additional rest the animal receives.

It requires seven or eight dollars per month, at a low estimate, to keep a horse. By disposing of one horse, that amount is saved on horses. With gasoline at 20 cents per gallon, it costs me, roughly, 10 cents a trip to run the motor bicycle on the rural route. If I use it three-fourths of the number of days I deliver mail, or about twenty days per month, the expense of operating it for that length of time will amount to \$2. The expense for repairs on the motor bicycle has thus far been no more than the shoeing and veterinary bill for a horse. Here, then, is a saving of at least \$5 a month to the credit of the motorcycle, with perhaps \$3 a month added to the value of the remaining horse, on account of his better condition for work.

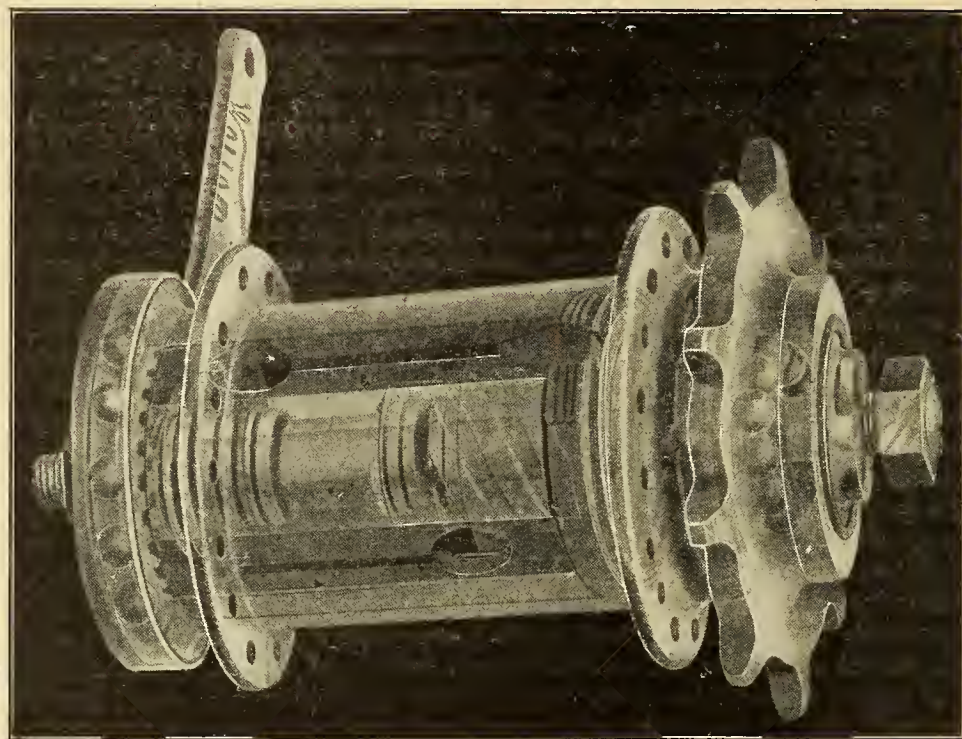
Observe, also, the saving of time to the carrier. As I have indicated, he saves four hours per day by the use of the motor bicycle. Four hours is a half day, counting eight hours for a day's work. If the carrier uses the motor bicycle twenty days each month, this is a saving of ten days each month. If he can employ his time so that it is worth even only \$1 a day he saves here \$10 per month."

I have had practically no trouble in running my motor bicycle 800 miles. At one time on the rural route the friction nut on top of the carburettor became loose, explosions ceased, and the machine, of course, refused to run. I obtained a wrench, screwed up the friction nut, and the machine ran as well as ever. On another occasion, in attempting to cross a washout in the road after a heavy rain, I broke a block of the long motor chain. Procuring some baling wire at a nearby house, I wired the chain together in such a manner that the wire occupied the same space that the block had occupied, replaced the chain and rode home over the remaining fifteen miles of my route at the usual speed.

I regard the motor bicycle as much better adapted to rural carrying than the automobile in its present stage of development, for the reason that it is far less expensive, its original cost being only about one-third that of the automobile, and the cost of running it being in the same proportion; and it is amply strong and capacious for carrying all the load there is to carry on a rural route. It is needless to add that the construction of cycle paths on rural routes would facilitate the use of the motorcycle in many cases, but without them my experience serves to show that, even on common roads, it results in much quicker and more efficient service to the public, a point that is always uppermost in the minds of the postal authorities, while the carrier himself is kept in better physical condition and has much more time for himself and his family and for the enjoyment of life in either the pursuit of pleasure or of the nimble and added dollar that is the equivalent of money found.



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## INCREASING THE POWER

### Varied and Interesting Experiments—and Results—of a Motorcyclist.

Some little time since there was printed in these columns some account of the efforts of an English clergyman who had been experimenting with his motorcycle in an attempt to increase the power of the motor. To this end, he had tried the auxiliary exhaust, by drilling a series of holes in the cylinder walls at a point near the end of the piston's travel. Not content with the rather successful results of this experiment he has continued his investigations since then, both with a view to expediting the delivery of the waste gases from the cylinder, and also "beginning at the other ends," as he puts it, and trying various fuel mixtures with a view to effecting a more powerful explosion, and also to discover, if possible, some standby which could be substituted for the regular fuel in case of its giving out on the road.

Referring to the efforts of another investigator who has been trying the effect of a double exhaust, for which purpose a secondary valve at the top of the cylinder was used, he says:

"This is an experiment which I have been trying since the end of May. I took off the large nut over the exhaust valve on a  $3\frac{1}{2}$  horsepower Minerva engine and screwed an old inlet valve and seating into the aperture and caused it to open with the exhaust valve by means of one rocking lever connected by a rod to a pull-down lever.

"A small conical box is placed over the valve, from which the extra exhaust gases are conducted into the main exhaust pipe; a series of 1-16 inch holes are drilled in both these pipes to relieve the pressure.

"At first I had some trouble at high speeds, owing to the second valve misfiring as it were, the spring not being strong enough. Now it is about right, and works well with the other valve. It makes a fair amount of improvement, but nothing like so much as the holes in the cylinder do.

"I tried both the valves and the holes open together, and found that they were all necessary, as this combination gave the highest speed.

"The greatest number of revolutions from the engine as sent out by the makers I found to be in my case 2,500 r. p. m.; with the additional exhaust valve, about 3,000 r. p. m.; and with the additional holes bored in the cylinder just above the bottom of the stroke, as before described, open, but the second exhaust valve not working, 3,600 r. p. m. I have not got the figures yet for all together.

"The advantage of the auxiliary exhaust valve compared with the holes in the

cylinder is that it does not cause any extra noise nor give oil trouble, but its efficiency in this case, using a 15-16 inch valve, is nothing like as great.

"I have been going into the temperature and pressure in a petrol engine, and have got all available information on these points. Of course, it is always admitted that the quantities under consideration are extremely variable, so that no exact formula can be found to express the working conditions. According to one authority the temperature can be as high as 3,000 degrees Fahr. and even more, but generally it is in the neighborhood of 2,000-2,500 degrees Fahr. The pressures were given at 350 pounds on square inch maximum and 80-100 minimum exhaust pressure.

"Now, the point which has always interested me and caused me to experiment with the exhaust is this: As gases when fired in the cylinder increase largely in volume



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when exploded, as shown both by experience and by these figures, why do makers, as a rule, fit an exhaust valve of the same size as the inlet? for this means that from five to ten times the volume of gas has to be forced out of the same sized opening as it came in by. The fact of my gaining an increase of 1,100 r. p. m. by using a  $\frac{1}{2}$  inch plus 15-16 inch hole shows the need for giving these gases greater exhaust clearance.

"With a view to finding out some further means of increasing the power I began also at the other end, and tried other explosive agents. I got capital results of acetylene gas by joining the rubber connection from the generator to the petrol feed pipe of my Longuemare carburetter. The mixture was a little difficult to find, but when found it made things hum. I understand this has about four times the explosive power of ordinary house illuminating gas. There may be some danger of fouling the engine

by using acetylene gas; I have not yet looked to see. This makes an excellent standby in case one runs out of petrol and is stranded in consequence.

"I had also an idea of making a combined steam and petrol engine by introducing a small quantity of water at each induction stroke; it seemed to me that it would help to cool an air-cooled engine and generate steam pressure in addition to the ordinary pressure. My results were somewhat puzzling; sometimes it would run in an elastic manner, emitting clouds of white vapor, but another time would stop dead, owing to the extreme difficulty of regulating the admission of the water.

"I have since heard from an engineer that this idea has been tried and abandoned in Germany, owing to the water forming rust in the cylinder.

"I have also tried alcohol, benzoline, turpentine, methylated spirits and paraffin, each individually and in various combinations with the others, but I do not care yet to give any figures for these, as it is difficult to obtain accurate results, as some ingredients will not mix properly with the others, and it is impossible to say sometimes whether A, B and C are entering in their proper proportions or whether A anticipates his friends by virtue of greater density or favorable situation. I had excellent results from the vapor given off by boiling paraffin. This was extremely forcible, but the experiment died a premature death, as the pressure was so great that before I had time to regulate it it had burst the feed pipe and blazed up gloriously; this caused a hasty dismount, and afforded delighted villagers an opportunity for offering sage advice.

"My landlady came up to me a few days later with a long face, saying that some hundredweights of fruit she kept in a stable at the back of the motor house had been ruined by my 'stinks.' I hope when a new and up-to-date race of landladies arrive that I may be able to prosecute my researches till 2 a. m. without expecting fireworks.

"I do not claim that the figures I have given are quite accurate, but they are the nearest approximate results, and must be treated as such. As they stand, they will, I hope, be of interest to other experimenters."

### Massachusetts Motorcyclists Race on Road.

Two motorcycle races, one at two miles and the other at five miles, were held on the country road near New Bedford, Mass., on Wednesday of last week. The two-mile event was won by Fred Pease of New Bedford. After the race Bennett Marsh of Brockton disputed Pease's right to the first prize as he (Marsh) was "ahead and would have won had not his tire punctured." Pease was rightly given the prize, however. There were nine starters in the five-mile event and it was closely contested. William Hanson of Fall River on a Merkel won out in a driving finish from Hoyland Smith of New Bedford, also astride a Merkel. The time in this event was 11 minutes 45 seconds.



## Cyclists' Shakespearean Calendar.

Saturday, January 13.—Time hath a wallet at his back wherein he puts good deeds past, which are devoured as fast as they are made, forgot as soon as done.—Troilus and Cressida.

Monday, January 15.—Give us more seats!—Measure for Measure.

Tuesday, January 16.—A prize, a prize, a prize!—Two Gentlemen of Verona.

Wednesday, January 17.—If we shall stand still, our motion will be mock'd or carp'd at.—King Henry VIII.

Thursday, January 18.—Do but start!—King John.

Friday, January 19.—Tell him he hath

made a match with such a wrangler that all France will be disturbed with chases.—King Henry V.

Saturday, January 20.—What a manifold record matches.—Timon of Athens.

Sunday, January 21.—Our fortune lies upon this jump.—Anthony and Cleopatra.

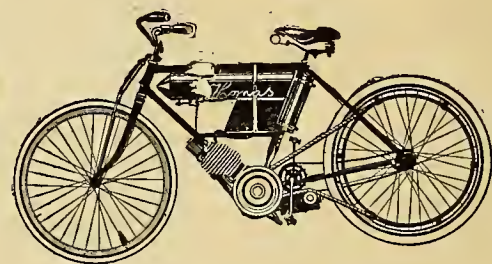
Monday, January 22.—Thou didst thyself a pleasure and me a sport.—Othello.

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# Chadeayne's Record Breaking Cross-Continent Mount

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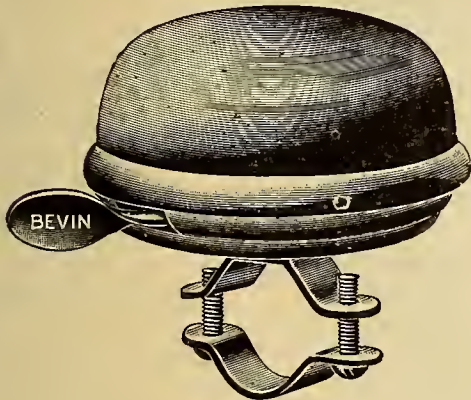
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# THE "Good Old Standbys"

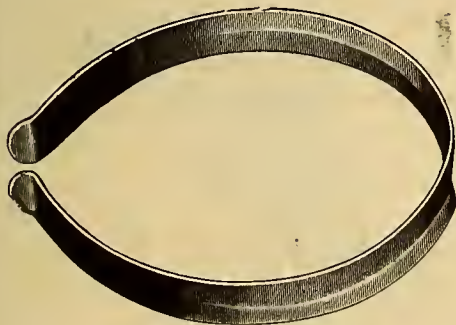
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### "Endurance Run" Ends in a Row.

Very unsatisfactory was the so-called endurance run from Los Angeles, Cal., to Calabassas and return via Santa Monica, promoted by C. W. Ridsen, a local dealer, and held on New Year's Day. The distance was sixty miles and apparently the only condition involved was that the riders reach the fifteen mile controls on time. Only five of the nine starters reached the second control on time, as follows: Gould, (Indian); Ridsen, (Indian); Trumbower, (Light); Parmalee (Indian), and Faufer (Racycle). Ridsen claims to have been the only one to cross the mountains and make Santa Monica by the end of the third hour, Parmalee being ten minutes and Gould fifteen minutes late there. The finish was at Los Angeles, and Parmalee, according to Ridsen, reached that place ahead of the scheduled time, thus disqualifying him for first prize. No adequate provision for timing the riders at the various controls was made, their own statements apparently were relied upon. While the idea of styling a sixty-mile jaunt an "endurance run" is rather ridiculous anyway, the F. A. M. rules recognize nothing under 250 miles as a contest of the sort.

### Nason Heads New York Motorcyclists.

Carleton W. Nason, the head of a big manufacturing company bearing his name, was elected president of the New York Motorcycle Club at its annual meeting on Wednesday—a move which it is thought presages a new era in the club. Mr. Nason, who is past 50, is a man of fine presence, whose head is liberally sprinkled with the "ashes of his youth"—the sort of man whose mere connection with it will assist in uplifting the whole "game." He is a member of the New York Yacht Club, owning a racing yacht, and also of the Automobile Club of America. He owned a motor car, but abandoned it because he found more genuine pleasure in motorcycling—a choice which, as he laughingly states, has made him a mystery to his friends.

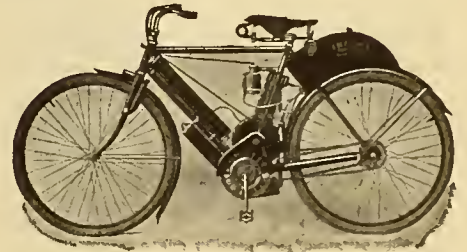
The other officers chosen were as follows: Vice president, R. H. Nickerson; secretary, F. W. Horenburger; treasurer, Frank Manning; captain, A. J. Bendix; first lieutenant, J. F. McLaughlin; second lieutenant, A. Kreuder; governors, Roland Douglass, M. E. Toepel, R. G. Betts, G. P. Jenkins.

### What St. Louis's Tax Returns Show.

Returns just issued by the license collector of St. Louis show that 3,193 cyclists paid for the privilege of using the city's streets last year. During 1904, 3,355 riders took out licenses, showing a decrease of 162 for the year just closed. There are quite a few wheelmen, however, who never pay the tax.

"The A B C of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price, 50 cents. The Bicycling World Publishing Co., 154 Nassau street, New York.

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## Automobile Club's Show

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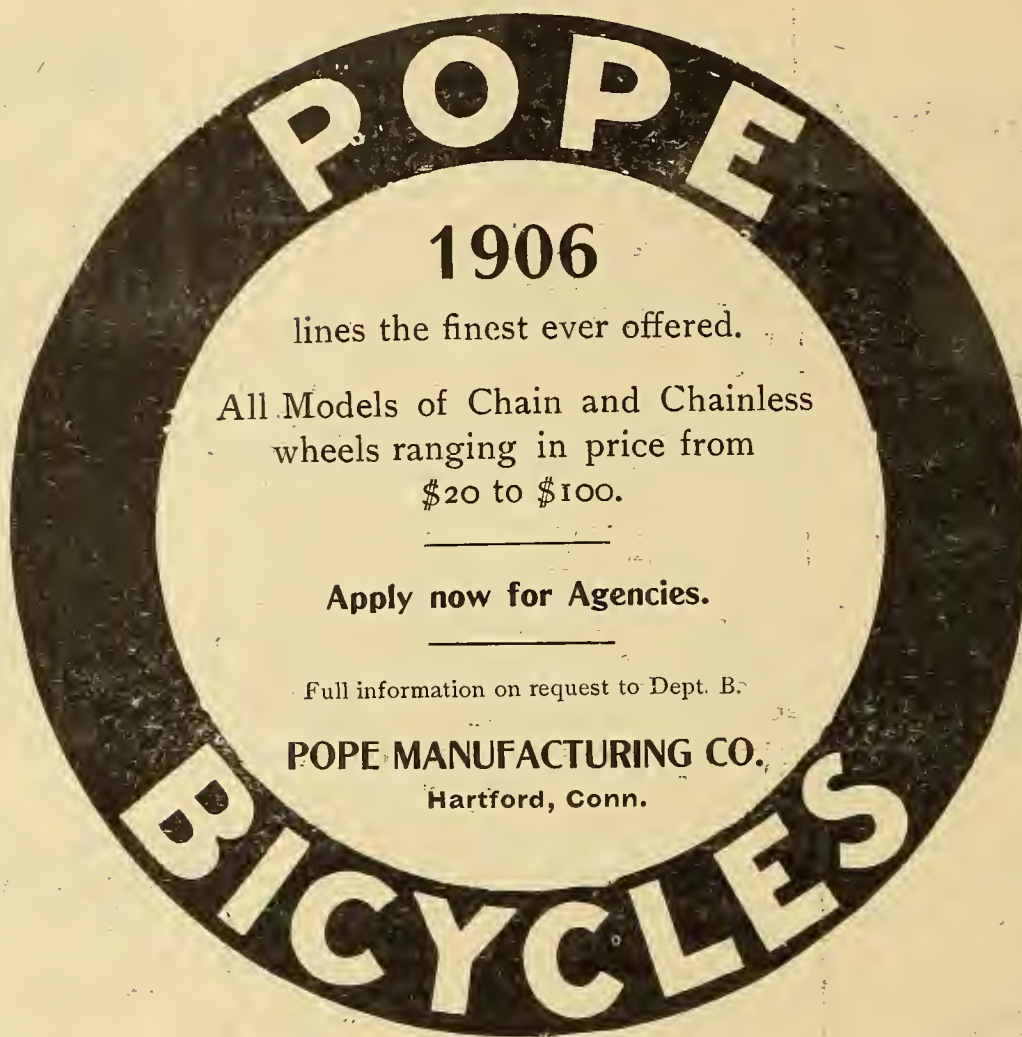
## Indian's Leadership

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If you do not attend the show,  
permit us to mail you our new  
Catalogue. It's worth having.

**HENDEE MFG. CO.,**  
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Regular 10,000 Mile.  
Cyclometer.



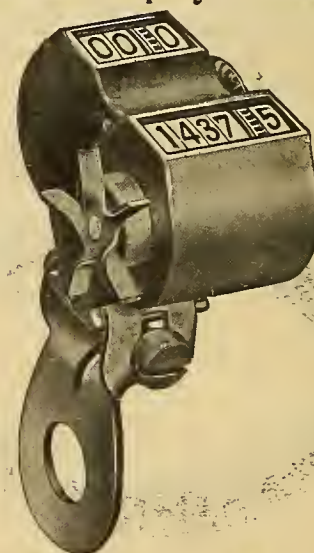
Price, - - - \$1.00.

The right hand figures represent tenths of a mile and are in red. The above instrument reads 1,437 and 5-10 miles. We can supply the same instrument with reading in kilometers or in Russian versts. The cut is full size

In spite of everybody telling us that we made the best cyclometers in the world and that our instruments could not be improved, we have nevertheless gone ahead and improved them.

Note the new star wheel. It has broader prongs, so that the striker has a better surface to hit. It also weighs about half as much as the ordinary star wheel. This lessens the tendency of the star wheel to "spin" at high speeds. Meanwhile the rest of the cyclometer is kept up to Veeder standards.

The New Trip Cyclometer.



Price, - - - \$2.00.

The cut shows the exact size of the instrument.

As in the case of the Regular Cyclometer, the right hand figure on each dial represents tenths of a mile, the figures being red. The other figures are black and give the miles. We can supply readings in kilometres or in Russian versts.

**THE VEEDER MFG. COMPANY, Hartford, Conn.**



# The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LII.

New York, U. S. A., Saturday, January 20, 1906

No. 17

## PUTTING IT UP TO MAKERS

**Jobbers' Campaign Runs Short of Funds—  
Committee Appointed to Consult  
Manufacturers.**

Having given the "Ride a Bicycle Campaign" a fairly good start, the National Cycle Trade Association—the jobbers' organization—is figuratively "up against it." To continue even the first flourish of the work that had been mapped out, it has been found that more "sinews of war" are required. Accordingly a call for \$500 has been issued, in order that the work may be carried out. Feeling the pinch, as stated, it has been decided to squarely "put it up" to the cycle manufacturers, or rather the Cycle Manufacturers' Association, when that organization meets in Chicago on February 7th.

All this developed at the first meeting of the campaign committee, which was held at the Victoria Hotel, New York, on Tuesday last, the 16th inst. E. J. Lloyd, president of the N. C. T. A., was unable to be present and in his absence R. D. Webster, of the Eclipse Machine Company, presided. The others present were, Messrs. Kelsey, The Kelsey Co., Buffalo; Foscett, Albany Hardware and Iron Co., Albany; Burgess, A. G. Spalding & Bros.; Hoagland, John H. Graham & Co., New York, representing the jobbers; and Messrs. White, Shelby Steel Tube Co.; Surre, Corbin Screw Corporation; Smith, The Standard Company; and Hart and Niblette, B. F. Goodrich Company, who, in addition to Mr. Webster, represented the manufacturers. A. M. Scheffey, secretary of the Association and manager of the campaign, was, of course, also in attendance.

After thoroughly threshing the subject, the secretary was instructed to have printed a second edition of the "Reasons" booklet, comprising 250,000 copies, and to distribute them as soon as practicable. This second edition will include the three "Reasons" which were awarded the cash prizes, together with a number of others that were deemed worthy of honorable mention. The secretary reported that many orders were in hand for these booklets and that the interest they had already created gave signs of substantial increase. To date, voluntary

contributions to the amount of \$145 had been received, of which \$50 remains unexpended. Mr. Scheffey added, however, that if the cash prizes offered are to be paid, and the second edition of the booklet printed and mailed, an additional sum must be forthcoming. It was estimated that approximately \$500 would be needed to meet these requirements, and it was accordingly resolved that a call be issued for that amount. As one of those present stated, "In this instance, it will be literally a case of 'He who gives quickly gives double.'"

When the condition of things were made fully plain, H. S. White, of the Shelby Steel Tube Co., took the floor and made a rather pointed address. In substance, he stated that the jobbers had shown themselves too weak to undertake the work inaugurated, and that their attendance at the meeting was evidence that their interest was not as great as it should be. He intimated diplomatically that a mistake had been made in proceeding in the matter without having obtained sufficient assurances of support and co-operation from those most concerned, the bicycle manufacturers, and he therefore moved that a committee be appointed to confer with the Cycle Manufacturers' Association, and to solicit suggestions and co-operation at the meeting of that body that is to be held in Chicago on February 7th. The motion was, of course, carried. The committee to wait on the manufacturers will consist of R. D. Webster, chairman; H. S. White, Fred C. Robie, E. J. Lloyd and A. M. Scheffey.

This committee discussed the situation informally after the meeting adjourned, and Chairman Webster subsequently intimated that they would do pretty much whatever the manufacturers may suggest. He said that the committee was not committed to the particular line of campaign which had been pursued thus far, but was ready to drop it for something better, if the something better was suggested and made feasible.

## Already Ahead of Last Year.

"Since September 27th," on Thursday, said Frank C. Cornish, who covers the East in the interests of the Yale and Snell bicycles, "I've sold more bicycles than I sold in my territory during all of last year. That's how things are going with us and it's gospel truth, too."

## MOTORCYCLES ON SHOW

**Displays at Both New York Automobile Exhibitions Indicate Marked Improvement—Who and What were There.**

Not motorcycles, but two bicycles, each of the universal two-leg power, constituted the most surprising feature of the two automobile shows that have held the boards in New York this week.

The bicycles are displayed in the Sixty-ninth Regiment Armory Show. They are not supposed to be there and, of course, no one expected to find them there, but they are there as "large as life," just the same, and no person who makes the rounds of the basement exhibits can escape them. Both bicycles are Reading Standards and it goes without saying that they are displayed in connection with the Reading Standard Thoroughbred motorcycles. A surprising number of bicycle dealers have been in attendance at the automobile shows and it is known that the orders booked for Reading Standards have mounted well into five figures in value.

Without exception, all of those who exhibit motorcycles are immensely pleased with the volume of inquiries and of business transacted. It is greater by far than that done at any previous show and presages the best year since motorcycles were placed on the market. Manager Buffum, of the Consolidated Mfg. Co., expressed the situation very tritely. "We sold more Yale-Californias on Monday than we sold during the entire show of last year. It looks as if it will be more a question of how many we can produce than of orders to be secured," he said.

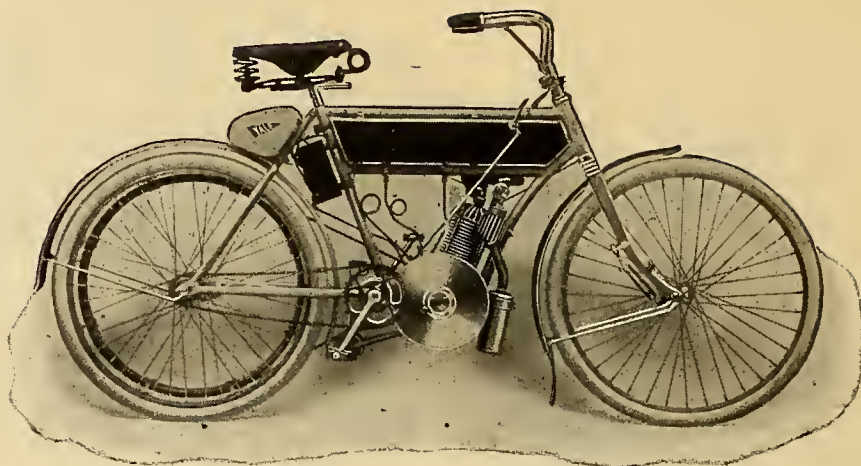
All of the motorcycles show substantial improvement. The Yale-California, of which two models are staged, is a fair instance. It has been indeed practically rebuilt. The two horse-power motor with outside fly-wheel has been retained, as has the belt drive, but in substantially all other respects, the machine has been revised. The motor, too, is not exactly the same, as the cylinder has been lengthened, the size of the piston increased nearly two inches and the compression greatly heightened, the result of which is an increase of about



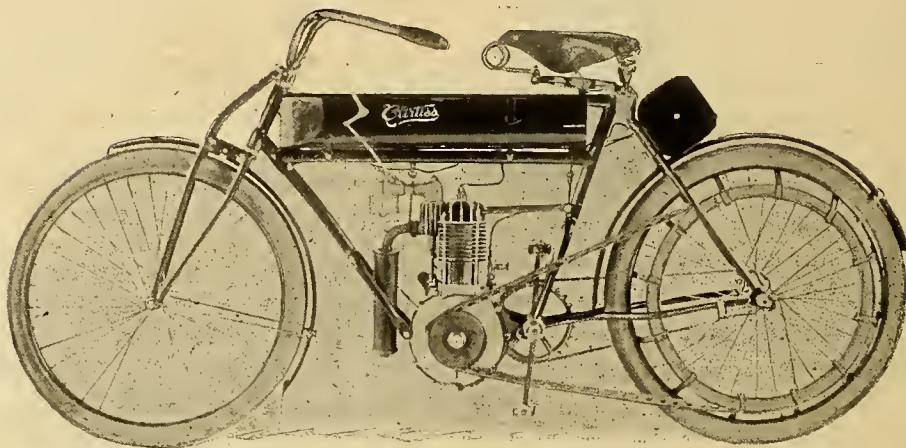
25 per cent. in power and speed. The inlet valve has been made readily removable by being fitted with a lug which permits the use of a wrench. The frame, which is now but 20 inches in height—a size that permits of its use by all lengths of leg—is entirely new. Instead of being a true diamond it is of the loop or drop type, the motor being carried in the loop, instead of, as previously, being built into the frame. The loop and the seat mast are formed of one length of tubing. The frame is further strengthened by a strut placed parallel with the top tube, the oil and gasoline tank, which is of the greater capacity than heretofore, being snugly stowed between the two tubes. The trussed fork has been replaced by a graceful curved spring fork having a four plate crown of great strength. Another radical move has been the substitution of a Universal float feed carburetter for the ingenious wick device previously employed; the latter has been not wholly abandoned, but is to be the subject of further grip has been retained. A new finish, Yale blue, has been adopted.

The Curtiss, in both single and double cylinder models, is another machine on which the improving hand has not been spared. The frame follows the former lines but has been so trussed and re-designed that the same frame will fit either the  $2\frac{1}{2}$  horse-power single or the 5 horse-power double motor; the gasoline tank is still carried between the strut and the top tube, but its capacity has been enlarged. It is the motor, however, that has been most refined. Roller bearings on the main shaft, which have constituted a feature of the Curtiss engine for several years, are retained, but the extent of the refinement may be judged by this summarization: Larger fly-wheels, which increase the balance without increasing the weight; wider connecting rod bearings; improved exhaust lifters; improved intake valve construction, in which the intake valve can easily be tested at all times and gasoline may be injected into the cylinder for starting in cold weather; on the double cylinder model, both exhaust valves are lifted by a single gear and cam; extremely long sliders and guides are used; all parts are built to gauge and are interchangeable; the cylinders are ground to size as are the pistons and rings; gears are hardened steel and designed for durability. The use of a single gear for operating the exhaust valves is a notable instance of simplification. It replaces the train of five gear wheels previously employed. The 1906 Curtiss is also marked by a carburetter of Curtiss design and a remarkably light, small and compact one it is, too, weighing but 12 ounces. It is of the float feed type with central draught and spring damper.

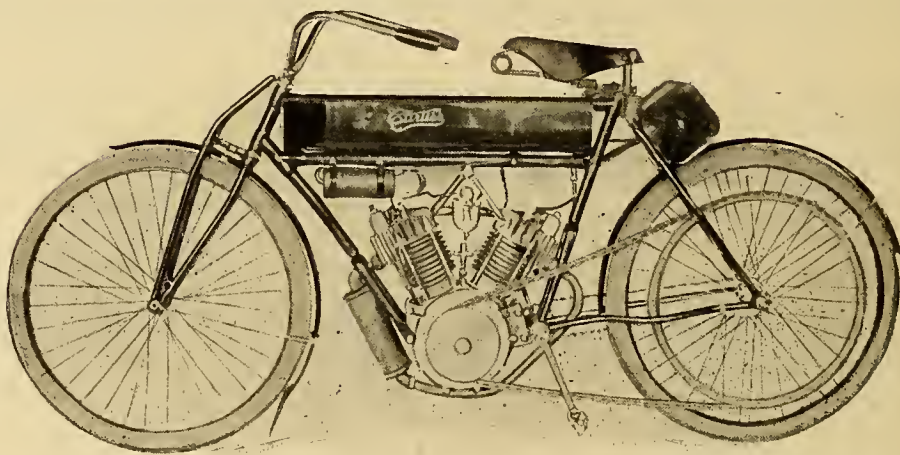
A double V belt also has been adopted. It follows the best foreign practice, but is the first of the sort made in this country. It is made up of two wide lengths of leather between which leather blocks are inserted at even distances apart. The idea



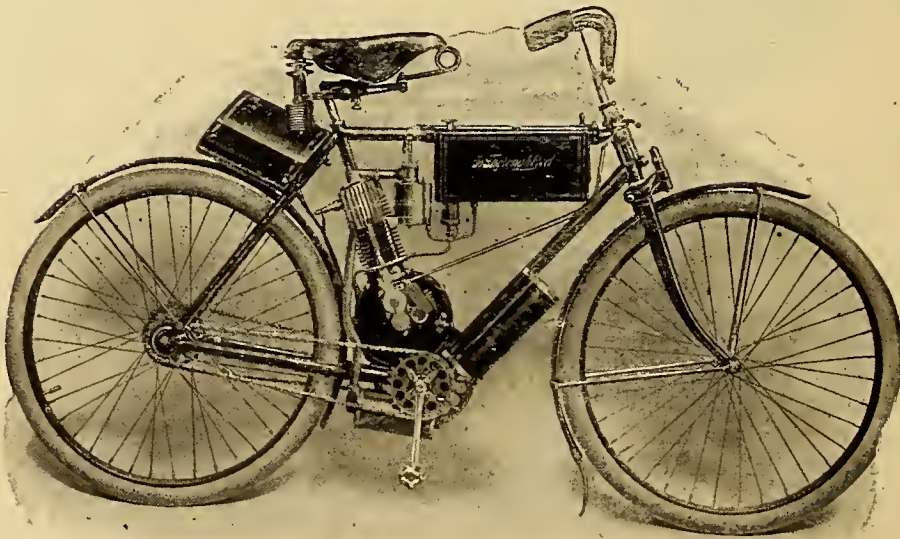
YALE-CALIFORNIA, 2 HORSE-POWER, \$175.



CURTISS,  $2\frac{1}{2}$  HORSE-POWER, \$200.

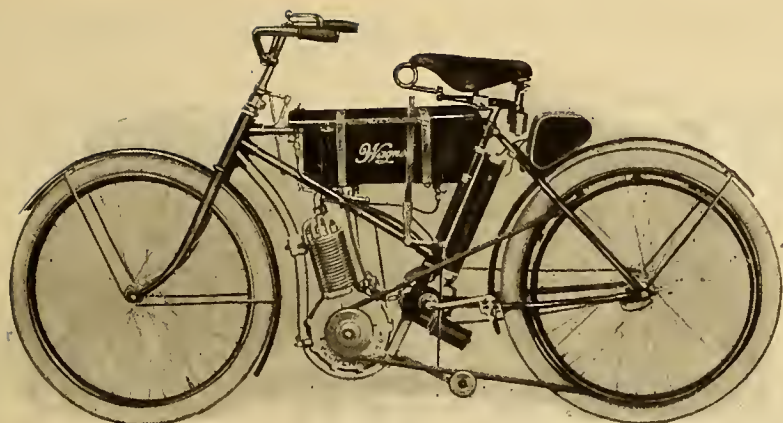


CURTISS, 5 HORSE-POWER, \$275.

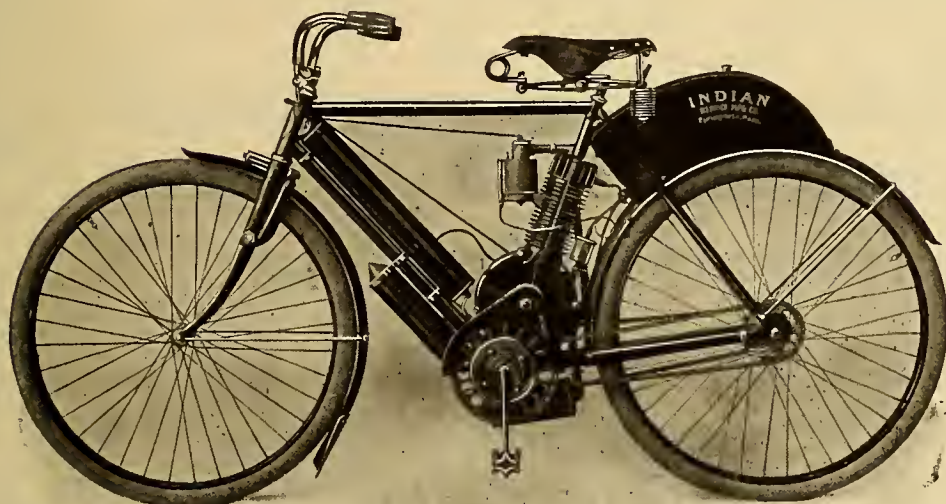
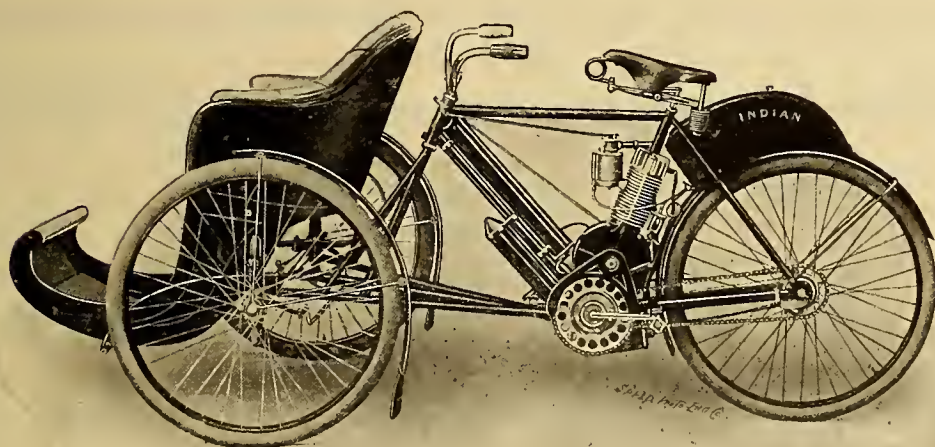
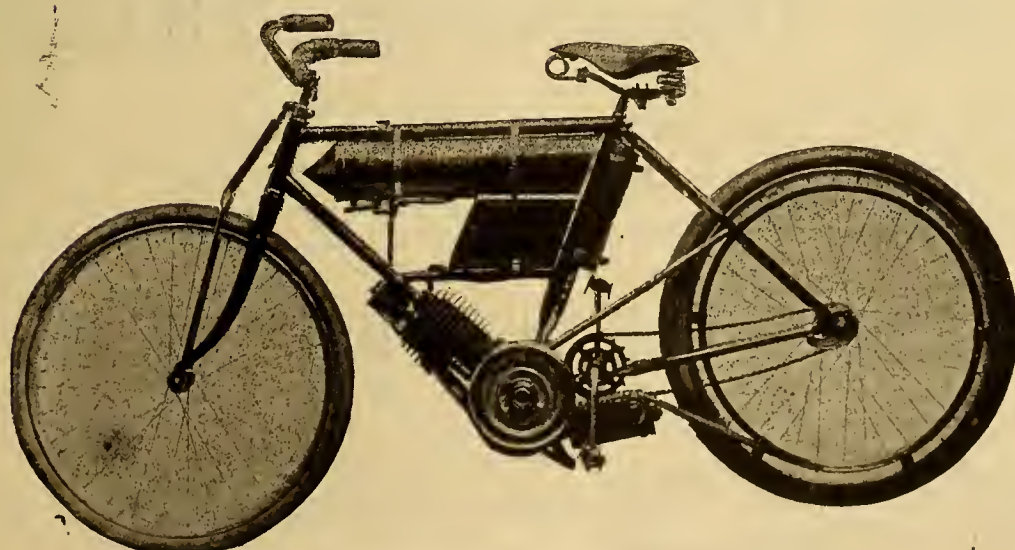


THOROUGHbred,  $2\frac{1}{4}$  HORSE-POWER, \$210.





WAGNER, 3 HORSE-POWER, \$200.

INDIAN,  $2\frac{1}{4}$  HORSE-POWER, \$210.INDIAN TRI-CAR,  $2\frac{1}{4}$  HORSE-POWER, \$335.

THOMAS AUTO-BI, 3 HORSE-POWER, \$145.

is that as the belt travels over the pulleys the open spaces between the blocks conform to the shape of the pulleys and acquire a sucker action which grips fast and delivers every ounce of power without slippage. As the V shape is cut only at an angle of 28 degrees, the belt cannot wedge or jamb, as sometimes is the case with those of deeper section and more acute angles.

Smaller and lighter coils and an improved muffler, which greatly reduces the noise of the exhaust, are also employed, the muffler being fitted with a foot-operated cut-out. A much improved finish is likewise an attribute of the Curtisses that is worthy of remark.

Of the famous Indian tribe, four models are staged—a single and a double-cylinder bicycle, a tri-car and a "van" or delivery tricycle.

In the words of the makers, the 1906 Indian is "a better, a more powerful, a more comfortable and a quieter motor bicycle than the models of previous years, but not a more reliable one—that is well nigh impossible. It is better because of refinements in minor details. It is more powerful because of the use of a larger motor, which increases it from  $1\frac{3}{4}$  to  $2\frac{1}{4}$  horse-power. It is more comfortable because of the use of larger tires. It is quieter because of improvements in the muffler which make it almost a noiseless machine." This summarization best describes the changes that have been made. The outlines and general appearance of the larger motor and of the whole machine are the same as of old, although the valve-lifting mechanism has been considerably altered and the enlargement of the motor and the use of larger tires has carried with it a general widening of bearings and of frame structure that is considered an advantageous feature. The muffler has been fitted with a cut-out operated by the toe and a smaller and lighter spark coil than formerly is being employed. The Hedstrom mica spark-plug has been adopted to the exclusion of porcelain plugs. The double grip, which has been improved, has been retained, of course, and the Indian people make the most of the fact that it renders their machines absolutely leverless. The flange of the rear hub on the motor drive side is now made with "button holes," permitting spokes to be removed or replaced without removing the rear wheel from the frame—another small improvement of great convenience.

The Indian tri-car is essentially the same as was seen on the roads hereabouts during the past summer, the strongest sort of claims being made for the "independent helical spring suspension," as the independent suspension of the wheels of the fore carriage attachment is styled. It is also pointed out that removal of the seat of the fore carriage converts the tri-car into a perfect tricycle. The "van" or delivery box attachment was shown for the first time. It



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# THE BICYCLING WORLD

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and MOTORCYCLE REVIEW

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NEW YORK, JANUARY 20, 1906.

## Less Noise, More Comfort.

In the accumulating evidence that motorcycles are on the edge of a marked increase in public favor, the machines exhibited at the two New York automobile shows indicate that the manufacturers, generally speaking, have made one important move that will assist that desirable consummation. They have paid some improving attention to the mufflers with which their machines are equipped. In consequence, less noise is to be expected.

Since the automobile makers learned their lesson and silenced the exhaust of their cars, the motor bicycle has, by comparison, seemed more than ever like a box of fire-crackers. Its exhaust has sounded the louder and the popular remark, "It is such a noisy little thing," has recurred with greater frequency. That remark coupled with the idea that motorcycles are "dirty"—due to the leather garb affected by their riders—are the two greatest objections leveled at the machines by those who are but casually interested or who are not interested at all and who yet voice opinion; and these constitute the so-called voice of the public.

The Bicycling World has preached sev-

eral sermons on these subjects and it is a pleasure to note that they have been preached not wholly in vain. If not actually silent, then less noise than heretofore will be something gained and will attract people to the delightful little power-driven two-wheeler. It is most important that the notion that it is a "noisy little thing" be eradicated and the way to do so is to eradicate the noise. The automobile manufacturers have done that very thing and motorcycle manufacturers simply must do likewise. The will will find the way. Steps in the right direction have been taken, but they should not falter until the work is wholly accomplished.

The use of large tires is also a feature of the 1906 models that is most commendable. Large tires make for comfort and nothing that runs on two wheels, or three or four, can be made too comfortable.

"Quieter motorcycles and more comfortable ones," constitutes a slogan which, if sounded widely, will mean many sales.

As for the rider who affects the clothes of the deep sea diver or the sewer inspector, we presume he always will be with us, since nearly every raw novice seems to fancy that leather clothing is the symbol of the "real thing" and hastens to acquire it. But leather clothing is dirty—and makes the men who wear it look dirty. Therefore, all who would have motorcycling rid of a damaging charge should use their efforts to discourage its use. To be termed a "dirty little thing" is neither agreeable nor helpful.

## Bicycles for Public Service.

Among the news items of the week is the statement that the Department of Street Cleaning of Cincinnati has advertised for the equipment of its men with a number of bicycles for regular use in the work. The specifications call for ten machines of modern construction, chainless drive and of low gear, suited to the purpose for which they are intended. The move is a part of the complete equipment of the department with horseless vehicles, the superintendent having been authorized to sell all horses and wagons and the complete animal equipment, in preparation for the change.

All things considered, it seems passing strange that in all these years, the true value of the bicycle as a commercial utility has not been more generally recognized by municipal corporations. True, it has been used for a number of years in a number of instances, but this use has been compara-

tively limited, and has not been materially increased in more than one or two cases, despite the undeniably good results obtained. For instance, the Department of Street Cleaning of New York installed a bicycle repair shop in its mechanical department a number of years ago, and provided each of its section foremen with wheels, to the extent of several hundred. Apparently, however, the men became too lazy to ride, their work, though covering considerable territory in every case, requiring frequent stops for inspection. So that now, although the equipment is still retained, it is not kept thoroughly up to date, and but a comparatively small proportion of the men provided with them avail themselves of the advantage which lies within their reach, and then only during the summer months. This means that they cover less territory, or the same amount about four times as seldom as is possible on bicycles. But the city that paid for the bicycles seems to have no official who cares and who is interested enough to order the machines to be used.

Similarly, the Public Service Corporation of Newark, N. J., uses bicycles for its inspectors and for a squad of men whose duty it is to attend all fires. This equipment has been kept in better shape than that in New York, and consequently is given more consistent use, a notable fact in connection with it being that all of the mounts were recently provided with coaster brakes. In London, a body of about one thousand postmen are equipped with bicycles, and the result has been most satisfactory. Also, as is well known, the police departments of New York, Washington and Paris have large numbers of bicycle patrolmen, the latter squad having but recently been considerably augmented, and now numbering almost a thousand. Similarly in the case of a few private corporations, such for instance as the Long Island Telephone Company, which has for the past three years furnished a number of its linemen with motor bicycles, the cycle has been put to commendable use. For the most part, however, the thing seems not to have been given its due in those sections where it would have been expected to have found the greatest favor.

The greatest possible recommendation of the bicycle—its handiness and freedom from the restraints which are imposed upon other methods of conveyance, should, it would seem, serve to point to its use all men whose work requires of them a certain amount of daily travel within rea-



sonable limits. To such as these, business men, contractors, and public servants, who are commonly compelled to walk or to rely upon less certain and more expensive modes of travel, the bicycle should prove the greatest possible boon. That they are not more alive to its benefits, and convenience, is in many cases the fault of their own mental inertia and tendency to follow the rut, while in others, they are hampered by mere conventions or by selfishness and narrow perspective of their superiors who regard anything in the nature of labor and time saving device as an invention of the Devil and conducive to sloth and the slighting of the man's proper work.

The action of the Cincinnati Street Cleaning Department, coming at this time, seems to indicate that a progressive soul is in charge and that he recognizes that the bicycle stands for progress—progress that means one man covering his territory three or four times as often or one man covering the ground previously covered by three or four men. Which, in turn, means improved service or more economical service from whichever standpoint it may be viewed.

#### Bicycles for Men-of-War's Men.

As an aid to the soldier the value of the bicycle has not been underestimated, France in particular having adopted it officially on a very elaborate scale, but it is not so generally known that it is likewise an "arm" of the naval force as well. There are few American men-of-war that did not carry a goodly quota of bicycles during the height of the movement and while the total is not so great at present there are still many of the two-wheeled steeds carried on the American fighting ships. In spite of this fact, however, no official recognition has ever been granted them as on the British men-of-war, where special provision is made for their housing by order of the Admiralty. The bicycle room in the majority of instances is amidships on the gun deck just forward of the cook's galley and while limited as to space, boasts of every possible convenience while the ship's corps of machinists with their capabilities, are capable of any repair short of building a new machine, and, given the materials, even this would not be beyond them.

#### Hot Rags for Cold Carburettors.

By far the most convenient way of getting a frozen carburettor into action is to swathe it with hot cloths. In some instances where a piston throttle valve is used, it is sufficiently effective to plunge the body of the valve into boiling water and hold it there long enough to heat it through. By the time it has cooled, the motor will have run long enough to heat the inlet piping, and also to warm the body of the carburettor.

### MOTORCYCLES ON SHOW.

(Continued from page 363)

is of semi-tubular shape, the lid being on top and opening upward and backward.

The Wagner, with its familiar diamond-loop frame, was exhibited in single and tandem models, the latter with a drop rear frame for lady's use, being the only true motor tandem exhibited at either show. While the lines remains unchanged, the Wagner frame has been cut down to 20 inches in height and its wheel base lengthened two inches, from 53 to 55 inches. The gasoline tank also has been enlarged, its capacity having been increased from five to six quarts. The spark coil, which is twice as large as heretofore, has been affixed to the rear of the seat post, and the battery box has been made smaller. An automatic sight feed oiler, an improved belt adjuster and 2¼-inch tires complete the category of betterments to be found in the 1906 Wagner.

The Reading Standard Thoroughbred and the Thomas Auto-Bi, both of which were exhibited at the Armory, already have been described at length in the *Bicycling World*.

Of the Thoroughbred, four models were displayed, one with a tandem attachment, another with a combination and convertible side-carriage and delivery box. The Thor motor is, of course, employed, with its stroke increased to 3¼ inches and its bore to 2⅝ inches, giving 2¼ horse-power instead of 1¾ as before. This enlargement and the use of 2¼ inch tires has entailed a general widening of the motor bearings and gives more chain clearance all around—both desirable improvements. Since the original announcement the Thor motor has incorporated another refinement of note. The inlet valve, which previously was enclosed in the dome, has been placed directly into the combustion head. Now, merely by loosening one nut, the dome may be lifted off and the valve be reached. It makes far greater accessibility, of course. The valve lifting mechanism also has undergone considerable improvement. In the carburettor, several minor refinements have been made; one of them, an alteration of the stem, makes possible a direct connection of the throttle with the actuating rod and top bar of frame.

In general appearance, as already is fairly well known, the Thoroughbred has been considerably altered, the combination gasoline and oil tank having been removed from the rear of the frame over the mud guard; it is now a square compartment, suspended from the top tube of the frame; the cylindrical battery box, formerly carried on the lower tube, has given way to a half-round box, which will accommodate standard dry cells, affixed to the rear forks directly over the mud guard. The oil tank forms part of the gasoline compartment and permits the lubrication of the motor without dismounting, merely by pushing the knob of the force feed pump—a very

grateful contrivance. The Reading Standard duplex forks, which permits of a one-piece crown, is also a feature of the new model, although it was so early on the market that it scarcely may be termed an innovation or experiment.

The Thoroughbred convertible side carriage is an ingenious creation. Merely reversing the seat converts the passenger carrying body into a square delivery box.

Although there were only one new Thomas Auto-Bi and one old one displayed at the Thomas Auto-Bi stand, there really were three exhibits. W. C. Chadeayne, the cross-continental rider, was the third one. He was in attendance, but looked so plump and rotund that few would have picked him out as one who had so recently undergone such strenuous travel. The old machine in evidence was the one which he rode across the continent. It was still mud-stained and weatherbeaten and its tanks were badly battered, but otherwise did not look very ill. For three days Chadeayne and his machine located in an up-town store, but it was so far off the route of show travel that on Thursday he packed up and got space to display them in the Armory Show.

The Auto-Bi is practically a rebuilt machine. The frame and the 3 horse-power motor both are unlike their predecessors. The latter, which previously was built upright into the frame and which was of the inside fly-wheel type, now forms part of the lower frame tube and has an outside fly-wheel. The carburettor, or rather the simple mixing valve employed, is secured directly to the head of the motor, no piping being employed to convey the mixture. The chain-belt and the Thomas trussed spring forks are two of the few characteristics of previous models that are incorporated in the new one. A ball-bearing idler is used to take up the belt slack. In the make and break ignition two steel tempered contact pins create the spark, the use of platinum having thus been avoided. The timing gears which are plainly marked, are accessible merely by removing one nut.

The American Motor Co. and the Aurora Automatic Machinery Co. displayed motorcycles. The former showed their line of belt and chain driven machines, and the latter the Thor motor and fittings.

G & J detachable tires are in practically universal use, while, excepting the Indian, which uses the imported Brooks saddle, the same is true of Persons saddle. The Persons Royal Motor seat is featured by several of the makers, while the American Motor Co. will also use a Persons product but one of lower price.

The Fisk Rubber Co. is now producing its mechanically fastened tire in motorcycle sizes, which, in contradistinction to the clincher type of tire, is held on the rim by a removable ring. Heretofore the Fisk tire has been limited to use on automobiles.



## AGAINST AUXILIARY PORTS

**Hedstrom Advises Against Them and Tells Why—Also Gives a Racing "Tip."**

"Delving into the motor may be all right if you only know how to do the delving, and where to delve, but if you don't, you had better let well enough alone, and trust to the maker to do his best to produce a machine that is as efficient as the circumstances of its use and construction will permit it to be." The speaker was Oscar Hedstrom, the well known motorcycle expert, and the utterances were provoked by a reference to the experiments of the clergyman, recounted in the *Bicycling World* of last week.

"That sort of a thing is all right so long as it is not carried too far," he continued, "but the chances are that if the average man goes to tinkering with his mount in any way, such as boring holes in the cylinder walls, or otherwise altering the construction of its more vital parts, the ultimate result will be that there will be a lot of machines that will not go—and, of course, the makers will receive all the blame for it.

"The principle of the auxiliary exhaust port may be all right under certain circumstances, but it has been proven over and over again that for motors of the high speed type used in motorcycle construction, it is of no practical value. Moreover, the use of such ports when made in the form of simple holes in the cylinder walls furnish a positive hindrance to the proper working of the motor because they tend to upset the mixture.

"You see, the fact of the matter is that although the release of a portion of the exhaust at the bottom of the cylinder at the end of the working stroke may be of benefit to a certain extent, by the very same token, the opening of the cylinder to the outer air at the end of the suction stroke, and also at the beginning of compression, for a length of time which is exactly equal the the period of extra exhaust, involves first, the induction of a portion of air and the subsequent rejection of a similar amount at the commencement of compression. However slight this back rush of gas may be, it is sufficient to alter the mixture, frequently involving the loss of a small amount of combustible gas, and always altering its composition to a certain extent. If the ports be led directly to the outer air, the resulting effect is apt to be simply that of weakening the mixture, while on the other hand, if they are led into the muffler, a portion of the previously rejected charge is returned to the cylinder, and serves to dilute the fresh gases with a vapor which is absolutely useless to them. On this account it has been found absolutely essential to use some form of check valve on the auxiliary opening, to prevent the return action during the suction stroke of the cycle. But even making this necessary provision, the

proper proportioning of the ports and their positioning is so delicate a matter that for the novice to attempt it is to involve almost certain injury to the motor. These ports, anyway, are of benefit only on racing machines and they do not add to the long life of such machines, either, as we have learned by experience.

"In the case of the clergyman, the chances are that there was some inherent trouble either with the valves or the carburation of his motor, and that the opening of the sides of the cylinder served to correct it in some way, or else that in his work upon the machine he himself set the difficulty right without knowing it. As a matter of fact, few people realize how much a very small alteration in the timing of the valves or in the mixture may sometimes effect the power of the motor to an appreciable extent. A worn cam or push rod, causing late opening of the exhaust valve, or even a poorly seated valve, may at times be sufficient to cause a considerable loss in power even when to all intents and purposes everything is in proper shape. A thing which frequently causes a good deal of trouble, is the coating of the piston with a heavy deposit of carbon, which becoming heated to incandescence by the previous explosion, retains just sufficient heat until the next charge is compressed to partially ignite it before the proper time, thus causing a considerable back pressure and so cutting down the total net effect of the gas on the working stroke. As a matter of fact, when we are getting a machine ready for a race, one of the things we have never failed to do is to remove the cylinder head and thoroughly clean the top of the piston. The old motto, 'Cleanliness is next to Godliness,' expresses the idea in a nut shell, and if you keep your mount in perfect running order, and leave the matter of improvement to the makers, you may be sure of getting your money's worth out of it, and plenty of good work as well."

## More Laws Affecting Motorcycles.

Senator Irving L'Hommedieu, of Orleans county, New York, has resurrected his motor tax bill and will probably introduce it in the legislature the forthcoming week. To prevent motorcyclists from being mulcted the proposed \$1 per horse-power tax, President Betts of the F. A. M. is already in touch with Senator L'Hommedieu with a view of having motorcycles exempted from the act.

Unfavorable legislation also is threatened in New Jersey. At the instigation of the Automobile Association of North Branch, Senator Frelinghusen, of Somerset county, will introduce a bill in the New Jersey legislature providing for the issuance of two licenses, one for the machine and one for the driver; and requiring the applicant to pass an examination and pay a graduated license fee, according to the horse-power of his machine. An effort also will be made to have the word "motorcycles" stricken from this bill.

## FOR SCARING HORSE, \$200

**Motorcyclist Didn't Even Know the Horse had Shied but Court was Against Him.**

The first action to be brought in Sussex county and the first to be brought in the State in which a motor bicycle figured under the automobile act passed by the last session of the New Jersey legislature, was tried before Judge Gabriel B. Downing at Newton, Monday of this week, and resulted in decision for the plaintiff claiming damages.

The suit was brought by James H. Ayres, of Branchville, and was to recover damages for the loss of a horse and the smashing of a carriage in a runaway accident caused, it was alleged by the plaintiff, by the horse becoming frightened by a motorcycle operated by George Fulboam, of Branchville.

The accident took place in Washingtonville, between Newton and Branchville, on November 13. Mrs. Ayres and a neighbor were on their way to Newton, driving. According to their story, they met the defendant in Washingtonville, and while in the act of passing, Fulboam did not have the power turned on his machine. Just as he had passed, however, it was claimed that he turned on the power, and the noise of the explosions greatly frightened the horse, which began to plunge.

The plaintiff's witnesses went on to say that just after Fulboam had passed a rider of a bicycle of the ordinary type came along and met the horse, which turned abruptly, upsetting the carriage and throwing the occupants out. They were not badly hurt, but the carriage was wrecked, and the horse received such injuries that it had to be shot.

The defendant's story, substantially, was that he had cut off power and pedaled past, not switching on the power again until clear of the horse. He even reached Branchville, not knowing of the accident until later.

The plaintiff testified as to the horse being gentle and not afraid of automobiles, or so far as was known, of motorcycles, and in the present case it had not showed more than a little nervousness as Fulboam passed, until the power was turned on. The plaintiff insisted that the accident was caused by the defendant's negligent operation of his machine.

Two lawyers appeared for each side, and the trial drew a number of interested spectators. "Squire" Downing gave his decision in favor of the plaintiff for \$200. A notice of appeal was immediately filed by the defendant's counsel, and the matter will be further contested in a higher court.

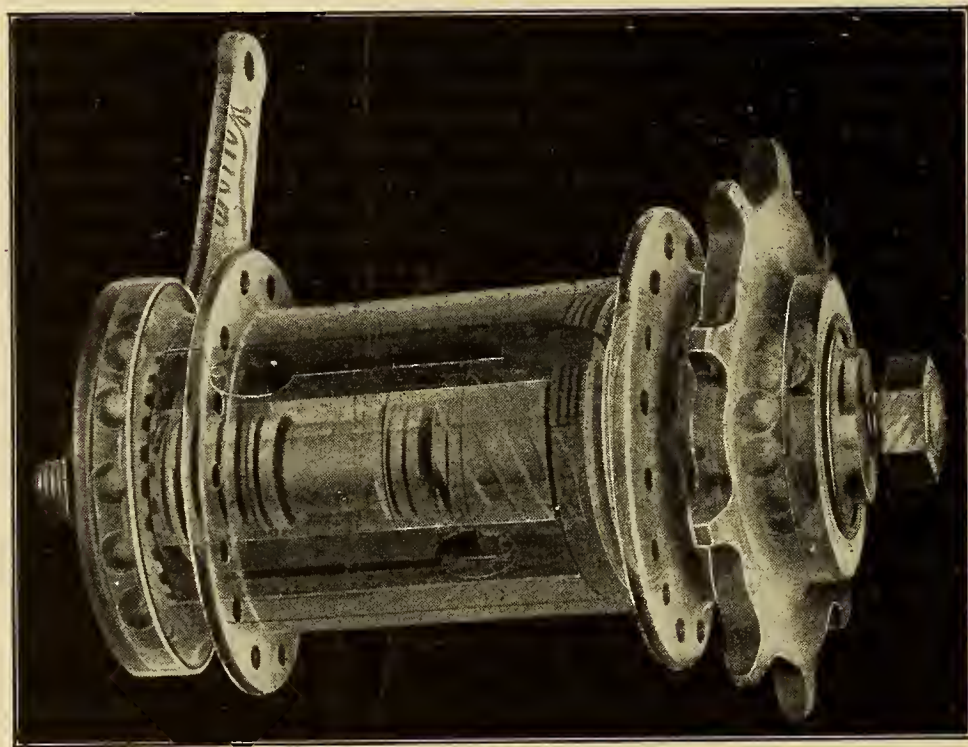
"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York.



# THEY ALL TELL THE SAME STORY

"I have applied the Morrow to  
to a goodly number of cycles and  
have yet to learn of a failure or  
of one that has not given perfect  
satisfaction."

T. H. MANN,  
Randolph, Mass.



Today  
is a good day to decide on the

## MORROW

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ECLIPSE MACHINE CO., - Elmira, N. Y.



## MAY GO TO GREECE.

**Possibility that American Cycledom May be Represented at the Olympian Games.**

It is not at all unlikely that America will be represented in the cycle races of the classic Olympic games to be held at Athens, Greece, April 22 to May 2. The Grecian carnival committee made a generous appropriation to go towards paying the expenses of American athletes and there is some talk of Marcus Hurley getting into the game again to represent the New York Athletic Club, of course. There also is a rumor that Oscar Goerke will ride at Athens under the colors of his organization, the National Athletic Club of Brooklyn. At the Olympic games the series of cycle races will include a one-lap race, a three-lap race, and a 15-lap race for unpaced singles, on the track at Phalerum; also a six-lap race for tandems, and a 60-lap human-paced race for singles on the same track. The track measures  $333\frac{1}{3}$  metres (365 yards). In addition to those track races, an unpaced road race will be held from Athens to Marathon and back—52½ miles. The games will be held under the presidency of the Crown Prince of Greece.

## Bouhours Sets up Six Hours Record.

In a six-hours' motor-paced record essay at the winter track in Paris, early this month, Emile Bouhours covered 387 kiloms. 380 metres (242 miles), beating Robl's existing figures by nearly 30 kilometres. Incidentally, Bouhours beat the three hours' (208 kiloms. 633 metres; old figures by Robl, 197k. 600 m.); the four hours' (267k. 270m. old figures by Robl 251k. 780m.); and the five hours' record (323k. 613m.; old figures by Robl, 302k. 710m.). Bouhours' figures will probably fail to receive official sanction, on the ground that they were not accomplished on a covered track.

## Benefits for Bicycling Botanists.

The staff employed by the London County Council for the collection of botanical specimens in the schools, were wont to be paid third-class railway fare to and from the scene of their operations. In lieu of this allowance it was proposed to equip the men with bicycles; but an arrangement evidently more satisfactory to all concerned has been agreed to. The officers are to use their own machines and the I. C. C. will allow them a penny for every mile covered on duty. Now, if they only had some of the Century Road Club men on their staff.

## Six-Day Riders Suffer Actors' Woes.

Morris Manist, who does a theatrical transfer business when there is nobody in sight, has learned that professional bicycle riders are just like other human beings when it comes to paying exorbitant charges. Mannist was in the West Side

Court, New York, Tuesday afternoon, to show cause why he should not deliver the bicycles of Edward Root and Joseph Fogler to them.

Root stated to Magistrate Steinert that they had signed a contract with a vaudeville manager to appear immediately after winning the six-day race. The manager broke his contract, Root said, but in the meantime their trunks and bicycles had been delivered to the theatre by Mannist. The baggage man had been hired by Minner's theatre man and when the latter refused to settle, looked to the riders for settlement. As he wanted the small price of \$11 to haul two trunks a distance of five blocks, the riders naturally refused to settle. The magistrate thought they were justified and threw the case out of court.

## Salt Lake Loses Heagren.

At the time of the six-day race the Bicycling World exclusively stated that in all probability Harry Heagren would not again manage the Salt Lake City, Utah, saucer. Now this news is confirmed by information from Salt Lake which names F. E. Schefski, the National Cycling Association's representative as Heagren's successor there.

It is understood that Heagren will retire from the cycling game, which, if true, will create a gap that will be difficult to fill.

Heagren has been manager of the track for the past two years and it was chiefly through his efforts that a new saucer was constructed in the Mormon city last year. Heagren's strong personality and generosity made him exceedingly popular with the riders and he caused bicycling racing to take a decided turn for the better last season. Schefski is not new to the business, having had a finger in the pie for the past few years. He managed the track in 1902 and 1903. In 1903 an attempt was made to run a six-day race two hours a night, but the meet was called off and the track was blacklisted by the National Cycling Association. Then it was that Heagren stepped in and raised the shroud.

## Cincinnati Buys Bicycles for City's use.

Cincinnati, Ohio, is to have a horseless street cleaning department. King Equine has been dethroned and relegated to the auctioneer's. Superintendent Neave has advertised for bids for ten chainless bicycles and six automobile, the former to be used by the foremen and the latter by the superintendent and his assistants. The horses, wagons and other horsey things at the city stables are, therefore, offered for sale.

## Philadelphia Motorcyclists Elect Officers.

Valentine Simmons was elected president of the Philadelphia Motorcycle Club at the annual meeting of that organization, at 2513 North Broad street, Philadelphia, last week. The other officers elected are the following: Vice president, Adolph Wicknick; captain, Harry Scheiter; first lieutenant, John Benders; second lieutenant, Joseph Lees; colorbearer, George W. Reinbold.

## WORSE THAN HORSE SWAP

**A Queer Chain of Events in Sale of a Motorcycle that Led to Law.**

Litigation appears to be a habit bred in the bone with the Englishman. He seems to feel called upon to go to law upon the faintest provocation and he goes early and often. Petty disputes that would rarely form the subject matter of a law suit in this country, are continually aired in court there and things that would seldom incite the average American to call the law to his aid form opportunities for appealing to the bench that the Briton does not often allow to pass him.

As an instance of this that may not be entirely typical of the class referred to as it really has more foundation than the usual run of such cases, is cited by The Irish Cyclist, as "the strange story that was told to a London judge recently about a motorcycle. The machine was put in the hands of a repairer," it goes on to add, "but was found to be useless when returned. It had then to be sent to another of the fraternity who succeeded in getting it to run, and the action arose out of the first man's account.

"The plaintiff—the owner of the machine—held the first repairman liable, while the latter naturally considered matters in quite the opposite light and the bench was invited to settle the issue thus raised. In reply to a query by the judge, the plaintiff averred that the engine had been assembled wrongly; the inlet valve nut which is exposed to a great deal of heat had only been soldered on. The man who effected the second repair testified that a lever was missing and that if the engine had been started up in that condition it would have torn the teeth out of the wheels. The inlet valve was one-eighth of an inch too long. Among other defects mentioned by the same witness was the fact that no less than three different parts of the mechanism were missing from the rear hub.

"The defendant then asked the plaintiff if he was aware that the explosion had blown the inlet valve violently against the ceiling of the room, which caused the bench to remark sagely that 'it was lucky that some one had not come to an untimely end.' An attempt on the part of the defendant to delve further into the technical details of the case was cut short by the bench with the observation 'You need not go into all these details. You said it was not to run and you carried out these instructions effectively.' To which the defendant retorted that he had carried out the plaintiff's instructions to the letter, which cost new parts to the extent of \$10 and that it would have cost not less than \$35 or \$40 to have made a good job of it."

This, in fact, constituted the somewhat peculiar defense offered—that the work had been badly done at the instance of the plaintiff, the reason being that the latter never intended to pay for the machine when



fixed. Upon which the judge reminded the defendant. "So it seems," remarked the bench. The defendant further testified that when he had returned the machine the plaintiff was apparently satisfied with it and that he had seen it running. "What, with all those parts missing?" exclaimed the judge. This was too much for the latter, who promptly gave the plaintiff a verdict for the sum claimed.

#### How Gasolene has Gone Up.

While fuel is an item of expense of relatively insignificant importance to the motorcyclist owing to the high degree of efficiency of his motor with its attendant economical consumption of gasolene, it will nevertheless be of interest to the fraternity to learn that gasolene is becoming scarcer.

In five years its price has practically doubled and this is not due so much to its use by 70,000 automobiles as well as thousands of motorcycles, as it is to the 800,000 gasolene stoves and 250,000 small stationary engines employed principally in the West, where fuel of any kind is always high. Relief is being sought by the passage of a bill exempting denatured alcohol from the tax of \$2 a gallon with which it is now burdened, which was introduced before Congress by Representative Caldenhead recently. Prominent automobile associations are urging every owner of a motor car to support the bill.

By extended experiments in France as well as in this country, made by Prof. Elihu Thompson, alcohol has been shown to be an excellent motor fuel, but it is not so much for this purpose as to ease the situation by relieving the supply from the enormous demand for other purposes that the passage of the bill is urged. Last year Germany produced 70,000 gallons of denatured alcohol, more than half of which was used in small engines.

#### San Francisco Motorcyclists Elect Officers.

At the first election held in the new club rooms on Golden Gate avenue, the San Francisco Motorcycle Club elected the following officers for the ensuing year: J. L. Bellani, president; J. Gordan, vice president; W. C. Hofer, secretary; C. C. Hopkins, treasurer; W. H. Husted, captain. F. M. Byrne, the retiring captain, celebrated his retirement by holding a blind run which led to a barbecue at Lake Chabot. Some 50 members participated in the run.

#### To Resurrect a Club.

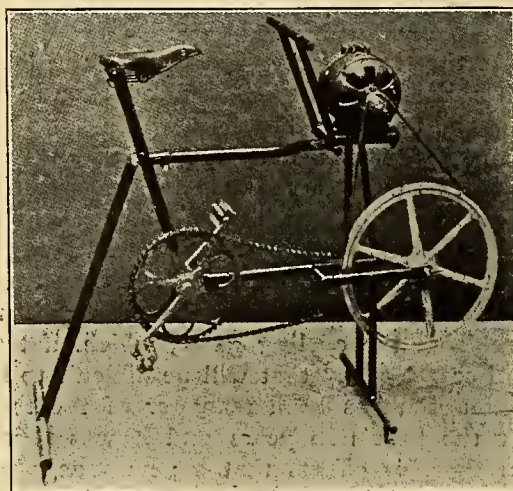
Efforts are being made to resurrect the Providence (R. I.) Motorcycle Club. A meeting for that purpose is to be held on Tuesday night next, a preliminary gathering having shown that sufficient interest exists to insure success.

"Will the 'gentleman' who stole my bicycle from ——— on December 24th, kindly call for extra pair of racing wheels to fit same and oblige," is the caustic advertisement which appears in a London paper.

## AS AN AID TO WIRELESSNESS

### Novel Use to Which Bicycle Parts are Being Put by German Army.

Many and varied have been the novel purposes to which the bicycle or its principles have lent themselves in the past and the bicycle dynamo is one of these that has been called into being most often. When an electric current is required for a short period, particularly when of a voltage that could not economically be generated by any other means or which would not otherwise be portable, the bicycle has lent invaluable aid.



One of the latest forms in which it has appeared is that of current generator for the portable wireless telegraphy outfits used by the German army, described in the Scientific American. Practically every part of the bicycle is called into play except the wheels, which are replaced by a stand connected to the lower ends of the frame. As will be seen by the accompanying illustration of the complete outfit, the chain is run forward from the sprocket contrary to the usual custom, this difference permitting the "rider" to see what the machine is doing.

As the dynamo has to be run at a high speed in order to develop its rated output of 100 watts—something like 1,200 to 1,500 revolutions per minute, the husky Teuton who is detailed to mount the saddle finds plenty to do in pushing the 100 or more gear. In order to equalize the impulses and steady the running of the dynamo, the small sprocket is on a shaft carrying a fly-wheel from which a belt is run to the generator pulley, thus again increasing the speed. The ratio of transmission being so designed as to produce sparks of about  $\frac{1}{8}$  of an inch long at the coil. No effort is required to turn a dynamo over at any speed when running light, but the generation of the mysterious power sets up a most unholly drag on the armature and makes the pedaller think he is pushing into the teeth of a howling gale which seems to get stronger by fits and starts, this being

caused by calling upon the machine for more and more "juice." Compared with this, the home trainer fades into insignificance and even the most adept disciple of the rollers would find it trying.

In addition to the dynamo a portable set of storage batteries having a capacity of 30 ampere hours at 16 volts is provided. The cells are enclosed in an ebonite box divided into compartments weighing 66 pounds each, which is likewise the weight of the bicycle generator outfit. As something like five hours is required to charge the battery from the latter, it is no small undertaking. In place of this device it is suggested that a stationary motorcycle with a dynamo bolted to the frame could easily be employed, its only drawback being the additional weight involved. The set described is being used by the wireless telegraph corps of the German army in its South African campaign.

#### The Postage Stamp Repair.

"All that is needed," asserted the Ingenious Rider, "is common sense. For instance, last week the rear tire on my bicycle punctured. I was twenty miles from home, had no repair kit, no tape, nothing apparently with which to make a repair. Then common sense came to my aid. Taking off the tire, I put a postage stamp over the aperture, put it on again, pumped it up good and hard, and rode home in safety."

"Your own idea?" asked the Listener.

"Sure."

"It's a pity that you don't read more government reports. For instance, the report of the Postoffice Department on Stamp Repairing not only antedates your discovery but goes far, far beyond you."

"In what way, pray?" asked the Ingenious One, with symptoms of irritation.

"Well, after much experimenting on the part of delivery men, they have been able to make up the following Stamp Repair Table:

A 2 cent stamp is good for 20 miles.

A 10 cent stamp is good for 100 miles.

A 50 cent stamp is good for 512 miles.

"In addition to this Special Delivery stamps add to the speed of the tire nearly 50 per cent., and——"

"Rot," interrupted the Ingenious One, angrily.

"Arrangements have been made whereby stamps of these denominations may be bought at any postoffice."

#### Making it Perfectly Plain.

Wise young man of the "know it all" variety, wishing to make clear to inquiring old lady, the principles of the motorcycle engine:

"You see, it's like this. One thing goes up and down inside this thing here; then they let out the smoke which makes the wheels go round. That's called the hydraulic principle."

Old Lady—"Dear me, I had no idea it was so simple."



### QUEER MACHINES AT PARIS

Recent Show There Develops Several Departures in "Touring Bicycles."

At the recent Paris show one of the most interesting displays was that of the Touring Club of France, which has been carrying on an exhaustive study in recent years to perfect a type of bicycle best adapted for touring purposes. The bicycles that were used in the Grenoble meet last summer were on view, all tagged out with their official seals and numbers just as they were used. The most remarkable was the "Hiron-delle retro-direct," in which two speeds are provided merely by the addition of another small sprocket placed directly below the rear sprocket. The chain is carried around the pedal sprocket and these two rear ones in such a manner that by back pedaling the rider obtains a low speed gear for hill climbing. He may change instantly from back pedaling or vice versa, and it is said that with little practice there is no difficulty in exerting the same amount of force as in direct pedaling. Others from the same run were the Magnet and Debon. As is customary, most of the wheels were mounted on stands so that their mechanism and operation could be readily inspected. This was not the case with the Terrot, the parts of which were bound together with wire, giving an impression that it was fragile and would not stand handling. Under the name of Touricyclette were shown two chainless, two-speed machines.

Jacquier, of Lyons, exhibited a double chain machine with clutch in the crank shaft worked by the pedals; the second chain which gives the low gear being actuated through a pinion. Then there was also a bicycle giving three speeds through gearing, having the disadvantage of, how-gearing, having the disadvantage, however, of absorbing considerable of the power applied when on the lowest gear.

A newcomer was the Svea, embodying a recrudescence of the ancient lever idea employed in the old Star. It is termed a "levocyclelette" and also has various speeds worked by a two-strand flexible cable, the entire arrangement being more than sufficiently complicated to discourage the average person. The oscillating pedals with their levers give it a heavy appearance. There were besides these, various others embodying different systems of change speed gears and retrodirect drives, in addition to a host of other new 1906 models, which show little if any change over those of the preceding twelvemonth.

#### Testing Valves with Gasolene.

It is a well known fact that gasolene will pass through a much smaller opening than water or any other fluid in common use. This property makes the fuel of the motor

especially useful in testing the fit of the valves. In the case of an inlet which is in a removable cage, the best method to pursue is to partially fill the cage with gasolene, after having cleaned it thoroughly, and to wipe off the under side, holding it on a level with the eye. Then, having tapped the top of the stem gently so as to open the valve momentarily and allow it to close under the action of the spring, note the effect of the air upon the fluid which remains on the under part of the cage. If the valve is perfectly tight, this will soon be evaporated, but if not, the surface will remain wetted.

#### The Californian and His Windshield.

Windshields on motor bicycles for pacing bicyclists have been so long taboed and



J. I. BAUMGARTNER.

regarded with such disfavor that the sight of one is now a rarity, especially in this half of the country. They are still used on the Pacific slope, however, the accompanying photograph showing John I. Baumgartner, a young motorcyclist of San Jose, Cal., with his home-made shield fitted to an ordinary motor bicycle. Baumgartner has used it to good advantage in the past two years by pacing local cyclists at the San Jose track, enabling them to break a number of coast records. Baumgartner, himself, is a "fast member," having done the mile on his motor bicycle in 1:12.

#### 24-Hours Motor-Paced Race Projected.

Evidently a killing has no perceptible effect on the motor-paced racing game on the other side. It is proposed to hold a twenty-four hour motor-paced race at the winter track, Paris. March 10-11 is the date spoken of.

### EFFECTS OF CROSS-CONTINENTING

How Chadeayne's Long Ride Affected His Appetite—Risks he Took with Fire.

W. C. Chadeayne, the cross-continent motorcyclist, who is in New York this week for the first time since he started on his memorable journey in September last, is not hankering after any more exploits of the sort.

"If I had fully appreciated what I would have to undergo I don't think I'd ever have started," he responded, when his opinion was sought.

His face still bears traces of the redness due to sun, cold and exposure, but it is so fat and full that when the fact was remarked, Chadeayne laughed merrily.

"It's no wonder," he said. "About all I did after I finished the trip was to eat and then eat again. I developed a most terrific appetite. I had no sooner disposed of one meal before I was ready for another. Why, at one sitting, I ate two whole ducks and then left the table with an edge still on my appetite."

Chadeayne lost ten pounds while crossing the continent, but within two weeks regained that weight and ten pounds additional, which he has since retained.

He narrated one unrecorded variety of the risks he took. While crossing the Rockies it was so cold that his carburetter froze fast several times and on each of these occasions the traveler promptly applied a match to the carburetter and let the gasolene flame until it had thawed.

#### Motorcyclists on "Dead Broke Tour."

There is no doubt that the motorcycle is coming on. The first dead-broke trip has been recorded. Although the men, H. C. Rhodes and G. F. Lewis, started from Cleveland, Ohio, to make the trip to Honolulu, Hawaiian Islands, the first heard of it was a dispatch from Phoenix, Ariz., recording their arrival there. They are alleged to have wagered \$2,500 with Robert Dorgan, of Lincoln, that they will be in Honolulu by February 28, with \$500 in cash, earned or begged en route. Rhodes and Lewis are two weeks ahead of their schedule and, according to the Phoenix dispatch, have accumulated \$300 of the amount. They will board a steamship at San Francisco for the sunny isle.

#### C. R. C. A. Committees are Named.

To carry on the work of the New York State division of the Century Road Club of America, the following have been appointed chairmen of the various committees: Century runs—Charles S. Schuepp, chairman; Ernest Leibundgut, secretary. Press—Frank A. Dyer. Road records—Roberts S. Campbell. Touring—Albert H. Seeley. Auditing—John Bailie. Membership—Arthur E. Rhodes. Racing—Victor J. Lind.



**READING STANDARD**

The Interest in and the Orders Booked  
for the

# THOROUGHbred MOTORCYCLES

at the

**Automobile Club's Show in New York**  
constitute evidence that dealers and riders are fully awakening  
to the real meaning of thoroughbredness in motorcycles.

## 1906 WILL BE A THOROUGHbred YEAR

Get into line while there is yet time.

**READING STANDARD CYCLE MFG. CO., - - - Reading, Pa.**

Makers of the Renowned Reading Standard Bicycles and Thoroughbred Motorcycles

**READING STANDARD**

## Mr. Live Dealer

knows that tires BOUGHT RIGHT ARE HALF SOLD.  
Every tire we make is sold at a price consistent with the  
quality, which puts YOU in a position to give every one  
of your customers his money's worth.

Write for prices. Do it now.

**GOODYEAR TIRE & RUBBER CO., Akron, O.**



## TOURING THROUGH TURKEY

## Jefferson Retraces Route of Former Exploit and Finds that it Still Remembered.

"Jagodina struck work as soon as we arrived," writes R. L. Jefferson, in the *Auto-car*, describing adventures encountered on a trip by automobile over the same ground that he had covered single-handed twelve years before on a bicycle. "Every man, woman and child of the entire population crowded to the inn where we had decided to refresh. I had the greatest difficulty in persuading the waiter to abandon his inspection of the machine and devote his attention to our demands for food. The inn became positively congested with people. They crowded around our table and solemnly watched us feed, while outside from wall to wall, a dense and patient mob awaited our egress. Then came a surprise. A tall elderly gentleman pushed his way to our table. 'Gentlemen,' said he in English, 'I am directed by the Lord Mayor of Jagodina to ask you if there is anything we can do for you. I understand you are English and I am the only one who can speak English here.' I then recognized him.

"Twelve years before I had been in this same Pagodina, en route per bicycle from England to Constantinople. I revealed my identity and his astonishment was only equalled by his fervor of greeting. He rushed from the inn and in a few minutes returned triumphantly bearing a copy of my book, 'To Constantinople on a Bicycle,' which I had sent him twelve years previously."

Having covered the same ground on the bicycle, Mr. Jefferson was in an excellent position to draw comparisons of the difficulties encountered in making progress with his different methods of transport and some of the tight places he found himself in through being burdened with a heavy machine where previously it had only been necessary to shoulder his mount and climb, are of great interest. As an instance there may be cited his experience in crossing the Balkan mountains.

"We were now at the foot of the Balkan range," he says. "That crossed, I should be satisfied that the rest of the journey was at least possible. Nisch afforded us a hearty welcome. Officers of the local garrison told me it was just possible I might get over the Balkans, but it was scarcely probable. There was snow, they said, and as nobody had crossed them except muleteers and gypsies since the railway had been built there was every prospect of finding the road in a dilapidated condition. Next day we started off to tackle the ascent. There was a level stretch of twelve miles and while traversing this I remarked that my mechanic was strangely silent and absorbed.

"Are you worrying about those hills?" I challenged.

"Oh no,, we'll do those all right," he replied.

"What's the matter, then?"

"Not much, only I'd give a shilling or two to find the man who stole my monkey wrench last night."

"We were now running through a deep valley. Right and left the hills rose to quite respectable heights, and, away ahead, the towering peaks of the Balkans stretched across our path. For eight miles the road was dead level, then, after passing through the squalid little village of Konjesza, we struck the first rise and were appalled. There was, it is true, some resemblance of a made road, but this was narrow and devoid of wheel tracks; but there was one very deep rut which we had to straddle the

crawl over the brink of the first rise.

"Then we saw the Balkans in all their majestic grandeur before us. Hills were piled upon hills, some bare and brown, some clothed in green-black fur, some snow capped and glistening in the autumnal sunlight and some cleft and ribbed with great crevasses, through which roaring streams ran over rocky beds. As we saw the road, a mere trail, climbing its devious way around crags and spurs, balancing itself on the fringe of precipitous falls, but ever rising upward. The next rise we tackled with a rush, crashing through the stones and caring nothing so long as we got up. Then came a serpentine climb at a dead slow pace, for the roads were so narrow and the bends so acute, while occasionally the way was nothing but a mere trail with a rocky wall on one side and a sheer drop of hundreds of feet on the other, that the greatest caution was necessary to avoid disaster. Ridge after ridge we climbed in this slow and tedious manner. We had accomplished about eight miles in six hours since leaving the foot of the mountain and only one more ridge separated us from the watershed. We were just preparing to tackle this last one when from around the corner came a man.

"He was no Servian peasant, for he was dressed in Western costume and was whistling shrilly the air of a well-known Paris Chanson. He saw us, took of his wide-awake, examined the car, and then said:

"'Bon jour, Messieurs.'

"'Bon jour,' I replied.

"'Sprechen sie Deutsch?' asked he.

"'Ja,' I answered.

"'Do you speak English?' was his next interrogation.

"'Yes, and who the dickens are you?' I asked.

"His story was a queer one. A Belgian, speaking five languages fluently, tramping from Constantinople to Brussels. Stranded in Constantinople, he was now working his way by easy stages to his fatherland, not a copper in his pocket, and relying for his sustenance upon the good will and hospitality of the people he met. He saw us to the top of that last ridge, helping us by removing obstructing stones. Then, doffing his hat, said, 'Bon voyage, gluckliche reise. happy journey, all in one breath, and swung off on his long and lonely tramp.'

As the fanatic Turk had previously raised himself to a pitch of religious frenzy at the sight of the bicycle, calling upon Allah and all the prophets to forthwith destroy such an invention of the devil's, it may be well appreciated that his wrath upon seeing a motor car knew no bounds. The following instance of this, which happened the day after crossing the Turkish border is an apt illustration of the imperative necessity of being duly provided with all the proper insignia of authority to enter the holy domains of the faithful.

"We passed through Silvria without stopping," he says. We were now in the Province of Tchataldja, and by all rules I should have presented myself and my cred-



NEW YORK BRANCH 214-216 WEST 47TH ST.

wheels running amid the stones and grass. I raced the engine for all it was worth, rushed at this side-of-a-house-like steep, got half way up and then the engine sobbed out complaints and died, so there was nothing to do but jam on the brakes while my mechanic hastily groped for stones to scotch the wheels.

"This first taste of the Balkan roads gave me qualms. I remembered then that on my bicycle journey to Constantinople I had walked practically the whole way across the Balkans, but what had been possible with a bicycle might be impossible to a car. We held a council of war and decided the only thing to do was to work ourselves over the mountains in installments. With the spark advanced to the very last notch, and the engine buzzing like an enormous bumble bee, we started off with a bang and under the impulse of the shock the little car fairly sprang forward, scattering stones and rubble in all directions, and then painfully throbbed its way up with gradually decreasing pace, just managing to





SCENES AT A JAPANESE RACEMEET.

entials to the governor of the town, but the wild scheme of trying to do without the soldier escort and to endeavor to reach Constantinople that night entered my mind. Bumping slowly over a bad bit, my mechanic suddenly gave a shout.

"'Half a dozen soldiers galloping like the deuce,' said he. 'Lookout!'

"Sure enough, from the direction of Silvria half a dozen horsemen came careering along at headlong speed. With waving muskets and fierce gestulations they rode straight at the car, but they reckoned without the motor.

"No sooner had the horses properly realized what sort of a thing it was they were asked to arrest than three of these truculent looking Moslems were promptly unseated and sprawling on the ground. One got his foot caught in the stirrup and was dragged along with his head bumping on the ground. But the chief of the gang retained his seat and rode up to the side of the machine.

"'Back,' he roared, with shaking finger, pointing in the direction of Silvria.

"'Passport,' was his next imperious demand.

"'Passport, yok,' said I.

"'Teskeri.' This time in a shrill rage-consumed voice. (The Teskeri is the Turkish inland passport.)

"'Teskeri, yok,' was my reply.

"The man was baffled; he got down from his horse and for a few moments gave himself up to his ungovernable rage. Meanwhile I got out the Irade, which was written in Turkish, and flourished it in his face. He attempted to snatch it, but was unsuccessful. I showed him the imperial seal and his eyes bulged. With shaking hand he took out a dirty pocket book and pencil and copied the first few sentences, and, as soon as he began to comprehend what it was all about he grovelled. Bowing and scraping, he mounted and soon left us to our own devices."

Naturally not the least of Mr. Jefferson's troubles arose from the effect of the road,

or rather lack of it, as well as of the innumerable obstructions on the pneumatic tires, and as both the cyclist and the motorcyclist can appreciate the added difficulty in being called upon to frequently repair so much heavier tires than which they are accustomed to handling, some of these experiences are of interest. For instance, speaking of the next to the last day's journey, he says:

"It was a villainous road to Bogados and the afternoon was well on by the time we passed over the long stone bridge of Bujuk Tchekmedje, but I still had hopes of reaching Constantinople by nightfall. Then, to our dismay, when ploughing through deep mud in a particularly bad spot, there came the whip-like report of a burst tire, and with a sigh one of the wheels settled down on its rim. It was a lonely spot up on the hills and in a deserted Turkish graveyard. What the ghosts of the faithful here buried thought of our language as we struggled with that tire, I cannot conceive, but probably ghosts are not like linguists and it may not matter. One of the valve stems was gone, torn off by the racing of the back wheels. We were speedily at work, but darkness had settled down before we finished and we knew Constantinople was hopeless for that day. We crept back like a snail into the mean little village of the same unpronounceable name as the bridge. But twelve miles now separated us from our goal and we were up with the lark next morning to tackle it. There were hills, there was mud, but anxious to see the famous city of the Caliphs, I think the last day's work was more exciting than any. We met with few obstacles and before long Constantinople burst upon our vision all of a sudden—a mass of houses, tall cypress trees and clustering minarets. Passing through avenues of cypress trees and innumerable graveyards, we came to the narrow entrance of the Adrianople gate, and it was bump, bump, bump over the vile stones of Stamboul. Ten minutes later I came to a standstill in front of the Pera Palace hotel in the midst of an enormous crowd.

"A gorgeous hotel porter swept the crowd right and left.

"'Anything I can do for you, gentlemen?' he asked.

"'Two glasses and a bottle of the best,' I replied.

"And thus was the end of the journey from England to Constantinople first successfully made on the bicycle and later on its four-wheeled rival, the automobile, solemnly sealed and celebrated."

#### Cyclists' Shakespearean Calendar.

Tuesday, January 23.—A gentleman of Tyre.—Pericles, Prince of Tyre.

Wednesday, January 24.—A coward is worse than a cup of sack with lime in it.—Henry IV.

Thursday, January 25.—Will this gear ne'er be mended.—Troilus and Cressida.

Friday, January 26.—He cannot long hold out.—Henry IV.

Saturday, January 27.—Fame cannot be had.—Coriolanus.

Sunday, January 28.—Reputation is oft got without merit and lost without deserving.—Othello.

Monday, January 29.—We have strict statutes and most biting laws. (Not N. C. A.)—Measure for Measure.

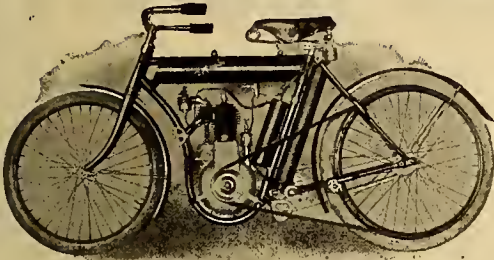
#### American Motorcycles Win in New Zealand

Motorcycling is reported to have become "suddenly popular" in New Zealand. American machines appear to be doing their share toward helping it along. Of two races run on the beach near Christchurch, late in November, a 3½ horse-power Mitchell won the seven mile scratch event in 12:59, a 2 horse-power machine finishing second in the 16-mile handicap. English, French and Belgian machines also ran.

"The A B C of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price, 50 cents. The Bicycling World Publishing Co., 154 Nassau street, New York.



THE



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Around, Every Day  
Practical Purposes

**3 H. P.** actual brake test, giving ample power at low speed of motor to take side car and second rider over average roads and grades with a reserve of fully  $1\frac{3}{4}$  H. P. to be applied as needed on rough roads or steep grades.

MOTOR is not a part of frame construction, but is placed in an upright position, low down in loop frame, below the center of gravity, giving a perfectly balanced, easy riding machine.

YOUR CHOICE of a direct chain drive with the new

**BROWN YIELDING GEAR** or  
the **IMPORTED BELT**.

You can make the change from chain to belt drive (or vice versa) in five minutes' time and at a

**TRIFLING EXPENSE.**

Low frame with tank built in frame construction, Bowden Wire Grip Control, gasoline and oil needle valves on top of tank in easy reach while riding; improved motor and other up-to-date improvements, all described in our 1906 Catalogue, now ready.

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**BOX** Delivery Attachments for commercial use.

ARMAC Machines are fully guaranteed and will do your work Every Day in the Year.

Liberal Agents' Terms.

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**ARMAC MOTOR CO.**

472 Carroll Avenue - CHICAGO, ILL.

### To Decide Home Trainer Championships.

The annual ball of the New York and New Jersey divisions of the Century Road Club of America, to be held in Schwaben Hall, corner of Myrtle and Knickerbocker avenues, Brooklyn, March 8, is assuming greater proportions that was at first expected. It is not to be strictly a "shuffling of feet." For a long time there has been a great deal of friendly discussion between the various clubs hereabouts as to just who is the best roller rider and the Century men are taking steps to decide the question at their ball. There will be a one mile home trainer race for the championship of New York and New Jersey in which all the local clubs will be asked to enter their respective crack. The first prizes will consist of two loving cups and in addition there will be individual races, for which a long string of prizes has already been donated. The Bedell Brothers—John and Menus—the runners-up in the six-day race, who are members of the club, have been asked to attend and ride an exhibition match race, and they will doubtless accept. The clubs who have signified their intention of competing for the prizes are New York Athletic Club, Tiger Wheelmen, Prospect Wheelmen, Akron Wheelmen, Roy Wheelmen, Bay View Wheelmen, Brower Wheelmen, National Athletic Club, Monitor Cycling Club, Park Circle Club, Montauk Wheelmen, Parkway A. C. 13th Reg. A. A., 23d Reg. A. A. and Y. M. C. A.

### Spills Aplenty in Armory Race.

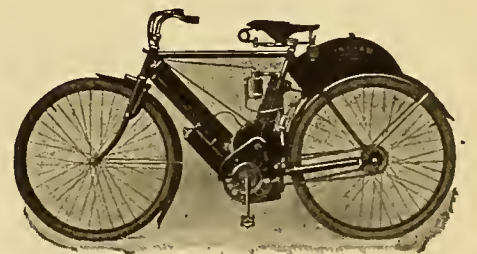
Spills a plenty were in order at the Twelfth Regiment Armory, Brooklyn, on Saturday night, 13th inst., when the two-mile handicap was run off. There were two heats, with two riders to qualify in each for the final. F. W. Sulzer, from the 100-yard mark, won the first heat after a pretty sprint with W. Vanden Dries, who had 40 yards. George Cameron from scratch finished first and F. E. Adams, 30 yards, was second. Jacobs, who won a novice race once last summer in Madison Square Garden, came to grief partly through his own fault—trying to cut through on the inside caused his downfall. L. J. Weintz also fell in this heat. Cameron was picked to win the final heat, but Adams and he went down, the latter recovering first and getting in for third place. Sulzer won, and Vandendries, his runner-up in the trial heat, finished the same way in the final. The time was 5:19.

### When a Tire Valve Sticks.

Occasionally, a tire valve may become stuck through the freezing of the moisture which is contained in the air. In such a case it is sufficient to force the pump for a few strokes, when the heat of the compressed air will become great enough to thaw the frost and release it.

"Motorcycles: How to Manage Them." Price, 50c. The Bicycling World Co., 154 Nassau Street, New York.

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should interest you and assist you in reaching a decision. . . .

Among other things, it shows you how the purchase of one **INDIAN** practically places six vehicles at your disposal.

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Springfield, Mass.





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## *3 in One*

There honestly isn't any other oil even equal to "3 in One" for lubricating, cleaning, polishing, and preventing rust. Every customer is bound to learn this—and go where he can get "3 in One" without quibble or query. "3 in One" profits are 50 per cent. and 100 per cent. We will advertise for you. Write us to-day.

**G. W. COLE COMPANY,**

**145 Broadway, New York City**

## You can get Persons Saddles

on

### Your Bicycles

without extra charge

if you ask for them

## ASK

and then don't take

## NO

for an answer.

The Persons is the only Saddle that  
has maintained its reputation.

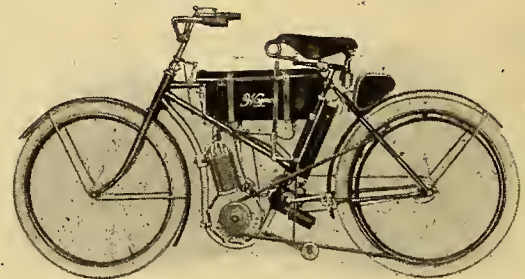
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**PERSONS MFG. CO.**

**WORCESTER, MASS.**

## The "WAGNER"

MODEL No. 6



### THE ONLY MOTORCYCLE BUILT

with a Diamond-loop Frame and Twin Fork. Imitators, many—competitors, none. It has been said, that "imitation is the height of flattery." We are flattered. Not only has our machine been imitated, but our literature and our ads have been used to deceive the public. Don't be misled. Look for the diamond-loop and the name "WAGNER." There's only one. In the 1906 model will be embodied the following desirable features: Wagner 3 h. p. motor, grip control, improved belt adjuster, automatic sight feed oiler, simple, reliable carburetor; 20-inch frame, long wheel-base, a fuel capacity of six quarts, equipped with 2 1/4-inch single tube or G & J motorcycle tires. Dealers: Before you invest, write for catalogue and agents' terms. Compare the "WAGNER" with "that other kind" and be convinced that there is more actual value crowded into our machine, than you were ever before offered for the money.

**THE WAGNER MOTORCYCLE CO., - St. Paul, Minn.**

Geo. V. Lyons, New York State Agent, 1900 Broadway, New York City  
C. M. Frink, Western Sales Agent, 645 So. Spring St., Los Angeles, Cal.

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REVISED EDITION

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The Only Book of the Sort in Existence

CONTAINS A MINE OF VALUABLE  
INFORMATION

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**154 Nassau Street,**

**NEW YORK**



**"Advertised By Our Loving Friends."**

**ANOTHER CASE OF**

# **A KNOCK'S A BOOST**

In one part of his letter to us, a tourist, wheeling across the continent for health and pleasure, says:

"There are four so-called dealers here, but none enterprising enough to sell anything but cheaps, so I was surprised to meet a man riding on a RACYCLE. He told me he bought it direct from you. Said the dealers had scared him so that he was about to swap it for something else. I told him of my trip and the load that I had to carry, without breaking anything, for over 2,500 miles. Also told him that his dealers were deceiving him; that his wheel cost, and was worth more, than any two that any of them handled, and they made more profit out of their cheaps. Told him that he need not be afraid--that he had the easiest running and strongest wheel made. He was encouraged; said he knew it ran easy, and that what I told him would make him think more of his RACYCLE and less of his shop-keepers. Said he would try and get his friends to buy from you direct, instead of the dealers, if they wouldn't handle them."

## **CHEAP DEALERS ARE BLIND**

**TO THEIR OWN INTERESTS**

A dry goods merchant could never sell a yard of silk if he carried nothing in stock but calico, then tried to persuade his customers that cotton goods were superior to silks and satins.

**WE PROTECT RACYCLE DEALERS,**

**BUT**

where we have no dealer we will sell, at the list price, direct.

That's what we are in business for.

**MIAMI CYCLE & MFG. CO., Middletown, O.**



**WANTS AND FOR SALE.**

15 cents per line of seven words, cash with order.

**FOR SALE**—Marsh Motorcycle 1905, almost new, \$110.00. Indian 1905, \$125.00. Rambler 1904, new, \$150.00. Rambler 1904, \$125.00. Complete stock of Indian and Rambler Parts in stock. Home trainers to hire. **TIGER CYCLE WORKS CO.**, 782 Eighth Avenue, New York.

**FOR SALE**—Indian Motorcycle, 1905 model, fine order, \$125.00. Full line parts for Indians and Thor type machines, expert repairing, power equipped shop. Supplies of all kinds for motorcyclists. **F. B. WIDMAYER MOTORCYCLISTS' SUPPLY HOUSE**, 2312 Broadway, New York.

**\$50 RACING WHEELS** at less than factory cost. We have secured nearly all the Bicycles used in the Big six-day race by Root & Fogler, Bedell Bros., Downey & Hall, Keegan & Logan, etc. You can secure one of these at a rare bargain by applying at once to **TIGER CYCLE WORKS**, 782 8th Ave., New York.

**FOR SALE**—Second-hand motor-cycles. Send for list No. 102 containing 70 machines from \$35.00 up. **HARRY R. GEER CO.**, 1014 Pine St., St. Louis.

**CLEARING OUT SALE.**

1904 Indian, latest improvements, good order \$125.00  
1904 Mitchell grip control 60.00  
1905 2-cylinder Curtiss, 7 H. P., good as new 200.00  
Legging, Goggles, Horns, Cyclometers. Send for our catalogue. **F. A. BAKER & CO.**, 1080-1082 Bedford Ave., Brooklyn; 20 Warren St., New York.

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EASY RIDING,  
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TWO MODELS.**

CATALOGUE FREE.

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## MORSE TWIN ROLLER CHAIN



**NOISELESS IN MUD, WATER OR  
DUST AND ALWAYS EASY RUNNING**

The only chain having **Frictionless  
Rocking Joints.** Insist on having the  
Morse Twin Roller. Fits regular  
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Send for Catalogue and  
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his face lights up. He knows it has been proved  
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**C. F. SPLITDORF,**  
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most will tell you that  
**Duckworth Chains**  
are the most satisfying  
chains ever applied to  
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## 2,500,000 STEEL BALLS

Also full line of

**BICYCLES AND SUNDRIES.**

Write for prices.

**GEO. W. NOCK, 126 N. 4th St., Philadelphia, Pa.**

**The Week's Patents.**

808,974. Protector for pneumatic tires. Henri David, Paris, France. Filed January 20, 1904. Serial No. 189,856.

Claim.—1. An anti-slipping removable protector for pneumatic tires, comprising a series of independent narrow metallic strips secured upon and extending transversely of the tire, each of said strips being bent at two points to form a central tread portion and diagonally arranged substantially straight sides having eyes at their extremities and fastening means passed through said eyes to hold the strips upon the tire.

809,409. Pneumatic Tire. Pardon W. Tillinghast, Edgewood, R. I. Filed March 5, 1903. Serial No. 146,396.

Claim.—1. A pneumatic tire, having an air tube constructed of caoutchouc the surfaces of which are rendered non-viscous and unvulcanizing for the purpose of facilitating repairs.

809,421. Expansible Sprocket. Arthur W. Boon, Brixton, England. Filed January 27, 1904. Serial No. 190,842.

Claim.—1. In a variable sprocket wheel the combination with a drum having a series of radially arranged slots, of a series of adjustable blocks forming a variable circumference to said drum, of teeth pivoted in recesses in said blocks, and of springs operating to retain said teeth in their operative positions, but allowing them to give way when they are inoperative, as set forth.

809,530. Pneumatic Tire Cover. William A. Sankey, Sutton, England, Assignor to Frank Reddaway, Manchester, England. Filed January 24, 1905. Serial No. 242,544.

Claim.—1. A tire cover having beaded edges and a wire embedded in each of said edges, layers of canvass in such tire cover part of which are secured around the cores of the beaded edges and the remainder around the wires in such edges, substantially as described.

809,578. Sparking Plug. William Ottaway, Aurora, Ill., Assignor to Aurora Automatic Machinery Company, Aurora, Ill., a Corporation of Illinois. Filed February 15, 1904. Serial No. 193,606.

Claim.—1. A sparking plug comprising an insulating sleeve, a stem which passes through the sleeve and is provided with a head at its inner end, a packing interposed between said head and an opposing surface or shoulder on said sleeve, a cap applied to the outer end of said sleeve, a second cap which slides on the first named cap, and the head of which is perforated for the passage of the said stem, a nut on the stem adapted to bear against said cap and a spring interposed between said caps and acting to exert endwise tension on said stem.

809,654. Exhaust Muffler. Louis T. Weiss, Brooklyn, N. Y. Filed August 18, 1905. Serial No. 274,742.

Claim.—1. An exhaust muffler having an expansion chamber which receives the exhaust from engine, said chamber having an outlet for the exhaust, and automatic means controlling said outlet and opening and closing the latter alternately.

## SOLID BRASS SIGN FREE

in return for 12 NEVERLEAK "Brass Sign" certificates  
One certificate accompanies each dozen 4 oz. tubes of  
NEVERLEAK.

Signs are 12 by 15 in., hand-engraved and worth \$10 apiece.  
**BUFFALO SPECIALTY COMPANY, Buffalo, N. Y.**



# The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LII.

New York, U. S. A., Saturday, January 27, 1906

No. 18

## EFFECTS OF OPEN WINTER

### Many Bicycles Being Sold at Retail—Rush Orders to Factories.

That the remarkably open winter which has prevailed thus far should have influence on the cycle trade, is not wholly surprising. From all reports it has stirred the "early birds" at least two months earlier than is their usual custom to stir and wires to factories to "hurry shipments" have been far more numerous than usually is the case at this season of the year.

Talking of the matter a few days since, W. K. Thomas, of the Miami Cycle and Mfg. Co., exhibited two letters received in the same day's mail, both from agents in the Western country, which usually is buried in snow in January.

"I sold two Racycles and one Miami during the past week, and although it is mid-winter, I have found more interest in cycling during the past six weeks than during the six preceding years," read the first of these communications.

The second one was from a dealer in the Northwest, who had ordered 25 machines for shipment February 25th. It read:

"Please rush my order out immediately. When I placed it I did not think I would need the machines so quickly, but we are having an open winter and I need them badly, so please ship at once. If you cannot send all of them send as many as possible."

"The fact that already we are receiving repeat orders proves that the goods are moving," added Mr. Thomas. "If we have an early spring and good weather, there is no reason why there should not be a substantial revival of the cycle trade."

Incidentally, the Racycle catalogue made its appearance this week. It is as strikingly original as its predecessors.

### Shifts in Motorcycle Agencies.

Some marked changes in motorcycle representations in New York have been brought about during the last two weeks. George B. Pieper, who formerly was of F. A. Baker & Co., Brooklyn, and who, with H. P. Connor, now constitutes the firm of Pieper & Connor, has secured the Indian

agency for that borough of the greater city. Baker, who conducts a store in Manhattan also has the agency for the lower half of that borough, F. B. Widmayer retaining the upper half. In Brooklyn, Baker will now handle the Thoroughbred and Curtiss. In Manhattan the agency for the former will be shared by the New York Sporting Goods Co., and H. A. Gliesman; the Sporting Goods Company will handle the Yale-California, also.

### Ephraim Bobs up in California.

Henry Ephraim, a brother of that interesting personage, Lee Ephraim, of the firm of Ephraim Bros., of Buffalo, N. Y., who made such a picturesque failure some time ago, has gone to the Pacific Coast, evidently to regain some of the firm's money that Lee told a court he had dropped at Monte Carlo. Henry Ephraim and Ben Stacy, whoever the latter may be, have joined hands and opened up at 1454 Market street, Los Angeles, Cal., trading as the Midland Automobile and Bicycle Supply Co. Of course, they intend to do business on the Ephraim plan. Their first advertisement heralds a slashing of prices "in order to stimulate business."

### Creditors Seek Absent Wagner.

The present whereabouts of J. A. Wagner, who conducted a bicycle business at 120 East Seventh street, Los Angeles, Cal., are eagerly sought by some of his creditors. Wagner left town in a hurry, it is claimed. Hughson & Merton, the San Francisco jobbers, are especially anxious to locate Wagner as they have a claim upon him for \$500. The Los Angeles dealer is further accused of having sent the San Francisco firm a worthless check for \$125.

### To Repair Tires with \$1,000.

The Eagle Tire Repair Co., New York, N. Y., has been incorporated under the laws of that State, with \$1,000 capital. J. G. Battle, Jr., and I. J. Reynard, of Glen Ridge, N. J., are named as directors.

### Menzes, of Marysville, Incorporate.

The A. J. Menz Co., Marysville, Cal., has incorporated with \$10,000 capital, to conduct a bicycle and sporting goods store at that place. A. J., E. E. and A. J. S. Menz are the persons interested.

## FOUR YEARS' GUARANTEE

### Rudge-Whitworth Makes a "Grandstand Play"—How the Warranty Applies.

Ever since it broke away from the one-agent policy and began placing as many agents in a town as possible, Rudge-Whitworth, Ltd., has apparently found it necessary to "play to the galleries" and closely approach the methods of mail order houses.

Rudge-Whitworth, who probably are the greatest producers of bicycles in Great Britain and whose models are close counterparts of the American bicycle, signalized the new year by what is evidently intended to be a "grandstand play"—by promulgating a four years' guarantee. It is rendered possible "by discoveries and perfections in materials in the R. W. Chemical and Physical Laboratories," is the profound and awe-inspiring explanation given for the move.

The full terms of the guarantee are as follows: Tires (other than racing tires), saddles, chains, enameling, plating, aluminum, flexible parts (springs, etc.), and all parts not made of metal are guaranteed for one year from date of invoice. Every other part of the machine is guaranteed for four years from date of invoice. Furthermore, Rudge-Whitworth agree to pay carriage both ways on any defective part which requires replacing.

A few years ago such a step by a house of such prominence would have created almost a world-wide sensation. Nowadays it will cause little more than a ripple. In this country, the guarantee long since ceased to be of great moment. Although nominally of but 12 months' duration, there are a few of the reputable manufacturers who have not and do not make good any obviously defective metal part regardless of when it may be returned to them.

### Bradford Becomes a Company.

T. C. Bradford, Wilmington, Del., who has conducted a general jobbing business in bicycle and sporting goods for a number of years, has converted his business into a corporation, capitalized at \$50,000. It will operate as the Bradford Company.



## CURTISS' WORST CASE

**"Experts," Irate Purchaser and Law Suit  
Involved—What Caused it All.**

"You may tell me all the trouble stories you want to," said G. H. Curtiss, during the New York Automobile Show last week, to a party of motorcyclists, each of whom had been relating his tallest tale for the benefit of the assemblage, "but when you are done I'll tell you one that will beat them all to a standstill. And what is more, this one really happened—no offense to you, of course—and I can vouch for the truth of it. And another thing, it serves as a pretty good illustration of what expert testimony really amounts to on occasion.

"A man out West bought one of my machines, not long since, and took it home with him. Of course, it doesn't matter how far West he took it, but I give you my word for it that it really was West—some-what. After he had had it a few weeks, I got a letter from him saying that the thing was out of kilter, and wouldn't work properly. Soon after I got another saying that it was no good, and after that, several more in which he went from bad to worse, until he could hardly express himself at all, so great was his wrath at having been persuaded into purchasing a "worthless" mount, as he persisted calling it. All this time, of course, he had been spending a good share of his own time, and employing all the available expert counsel in his vicinity, trying to get the thing to go, but go she would not.

"It seemed that while it would run well enough for short distances, it could by no means be wheedled into running decently for any respectable distance, and as for reliability, it never could be depended upon, either to start or to refuse to start. At times it gave all the acknowledged symptoms of all the ills known to the gasoline engine in its most diseased state, and then again, it would to all intents and purposes be in the best of condition in every respect. So that finally, after having been passed upon by all local authorities, and one or two from abroad who were imported for the occasion, the owner joined in the unanimous opinion of them all that the thing was no good and that the entire trouble lay at the door of the maker.

"Consequently, I was besieged by the irate owner to take it back and make good, as the saying is, and finally, after a deal of correspondence, in which but little was accomplished on either side, I agreed to receive the machine, which I was almost certain had no inherent trouble at all, and if it really proved to be as worthless as he said, to replace it. There were sundry delays after this, and more letters passed between us, things finally coming to such a pass that he threatened suit against me if I did not refund the price at once. Then one day, the machine came, and even then,

in the care of a lawyer, of serious mein, and I had an opportunity to look it over.

"Naturally enough, I was more than curious to see what was wrong with it, and really expected to discover some new brand of ailment which hitherto had never been diagnosed, and the symptoms of which were absolutely unknown to the motorcyclist. I was strengthened in this belief by the fact that the machine had been looked over fruitlessly by at least a dozen experts, each of them, presumably, knew his business. Imagine my surprise then, when after a few minutes of careful examination, I located the trouble in the feed pipe, and taking it off, discovered a fly in it.

"And I want to tell you," concluded Curtiss, "that although I have wished for a good many things in the course of my life, and wished for them hard, never in all my days have I wished harder for anything, than I wished then and there, that I might have that round dozen of experts lined up in front of me and that I might have full liberty to express myself as best I might."

**Here's a Foot-Releasing Toe Clip.**

To such riders as appreciate the value of toe clips, yet do not use them for fear that the foot becoming entangled in them in case of accident, might cause disaster both to the rider and his mount, will doubtless appreciate the advantages of a foot-releasing clip that has been invented by an Englishman recently. The clip, which is in the form of a leather strap, is fixed to the pedal at one end, while at the other, it is fastened to a small metallic piece which is fitted into a slot mounted on the top of the pedal. This is free to move lengthwise of the pedal, but is held firmly in position so long as the pressure of the foot is either upward or downward. Thus in ordinary use, the device acts in holding the toe down just as does the ordinary clip, but when any side pressure is exerted outwardly, it at once releases the strap, and frees the foot. It is claimed by the inventor, that the natural impulse of the rider in any emergency, is to kick out away from the machine, and that on this account, the feet will automatically release themselves when necessary.

**The Proper Inflation of Tires.**

An interesting point in connection with a discussion of the question of tire inflation, has recently been brought out by a tire manufacturer, who says that the reading of a guage attached to the pump should not be taken as the exact measure of the pressure within the tube. As a matter of fact, according to this authority, there is a difference of from twenty to twenty-three or four pounds between the guage reading and the pressure which actually exists within the tire, the latter value being lower by just that amount than naturally would be supposed from the reading of the guage.

The reason for this, which would quite naturally escape the attention of the rider unless it were explained to him directly, is

that the tire valve acts as a sort of throttle on the air which is being forced through it and by that token restricts its flow. Thus while the guage may record with absolute accuracy the pressure within the filling tube, the pressure within the tire itself is always somewhat lower, even when the valve is held open by the inrush of air. Of course, when the pump is not working, the valve is closed as soon as the pressure outside if it falls lower than that within, and so the guage reading will at no time be at all accurate.

The matter of the most suitable pressure for a bicycle tire is one which is open to considerable argument, authorities differing widely on the subject. Perhaps experience is the best teacher in this as in other things, each rider learning by the "feel" of the machine, just what pressure is best suited to his needs and the needs of the machine under the particular circumstances under which he rides.

**To Inspect Insulation of Wires.**

Nothing in electrical service quite equals the strain to which the wires carrying a high tension secondary current are subjected. And this particular form of service finds its highest value on the motorcycle where it is next to impossible to prevent carrying the leads in greater or less proximity to the metal parts of the machine. Wire for this purpose must be insulated in a manner that represents an effective safeguard against imperfections in manufacture. But the latter are particularly difficult to guard against which will be more fully realized when it is remembered that holes not greatly larger than the size of a human hair will permit the passage of the current-paths that it is utterly impossible to detect by even the most painstaking examination with the unaided eye.

The status of the submarine cable is similar in many respects to this and up to the present time it has been found impossible to verify the insulating qualities of the cables and their conductivity except by measurements carried on with electrical instruments, the process being often a long and difficult one. But a Berlin electrical house has recently brought out a novel apparatus for testing cables by means of the X-rays. With this new instrument the cable may be examined at once and the experimenter may be said to actually see the insulation of the cable, by means of the rays. The cable is made to pass over two pulleys which are fixed at the upper part of the instrument. An X-ray apparatus projects the shadow of the cable upon a fluorescent screen as it passes along. The impurities and air bubbles in the insulating layer are clearly visible on the screen. In practice the apparatus is made portable. A large case mounted on wheels contains all the apparatus with the two sheaves for the cable on top. Underneath the cable is the X-ray tube and above it the fluorescent screen. The cable is unrolled slowly and is examined as it passes across the screen.



### ABOUT PEDALLING BACKWARD

#### French Tests Show that Rider Obtains More Power by Reversing Things.

France is awakening to the advantages of changeable gears and, of course, some of the inventions appear passing strange. There are those that employ a cumbrous train of gears to effect the purpose and in which it is generally admitted that far too great a percentage of the power applied in pedalling is uselessly absorbed in this medium. But there are others that attract from the daring ingenuity of their conception, which may be thus entitled or referred to as but instances of the multitudinous abortive attempts of this nature, according to the point of view of the onlooker.

One of these is termed the "Hiron-delle retrodirect," in which this end is attained merely by the addition of an extra sprocket around which the usual driving chain is carried. This additional sprocket is located just beneath the usual rear sprocket on the hub of the driving wheel and always revolves when the bicycle is in motion, although idly on the high speed which is a direct drive. This is obtained by pedalling forward while the low or hill climbing gear is brought into play by back pedalling. This may appear totally incomprehensible at first sight, but will become clear when it is recalled that in pedalling forward, practically the entire energy is expended on a small fraction of the upper sides of both front and rear sprockets, that is, only the top of the chain is taut, the lower side running loose and not coming into intimate contact with the sprockets until it reaches a point under tension.

In backpedalling this order is naturally reversed. The chain first comes in contact with the lower parts of the sprockets and the upper side of the chain runs idly instead of the lower. But when this is the case the chain must first pass around the small extra sprocket before it reaches the one on the driving wheel and consequently the latter continues to revolve in the same direction but at a greatly reduced speed, owing to the interposition of what virtually amounts a gear pinion though all the drawbacks of the latter do not attach to its use as here employed.

Upon its introduction on the market something like a year ago, the device met with a storm of ridicule at the idea of back pedalling to ride forward and it was universally predicted that none but acrobats or trick riders would ever succeed in mastering such a feat with any degree of grace or efficiency. A ratchet or free wheel is employed so that a change from forward to back pedalling may be made instantly at any speed or at any point on the sprocket and without interfering with the progress of the bicycle. But the retrodirect principle has not proved so hard of manipulation on the part of the rider as it appeared to be,

if the success which is reported to have attended its sale in the interim may be taken as a criterion.

In fact, experimental tests carried out by the Manufacturer Francaise d'Armes et Cycles, who are the makers, are said to have revealed a decided advantage in favor of back pedalling where efficiency is concerned. These tests were carried out in connection with a dynamometer and diagrams taken simultaneously showed a superior utilization of the tangential effort. The pedal dynamometer employed is an apparatus automatically registering the amount of effort applied to the pedals at every part of the revolution, and it accordingly permits of a comparison of power required to mount the same grade on the forward and the retrodirect pedalling.

What is more surprising, is the fact that the useful angle, that is, that portion of the circle or revolution of the crank during which the foot exercises a propelling force upon it, is on the retrodirect notably superior to on the direct or forward pedalling. The difference amounts to slightly more than 16 per cent., or an arc of 200 degrees in the case of forward pedalling as against 265 degrees in back pedalling. It is on this account that the superiority in hill climbing results, the advantage gained being somewhat analagous to that possessed by the two-cylinder engine over the single cylinder. The crank of the latter receives but one impulse every other revolution and always at the same point, whereas the former receives a power impulse every revolution and it is delivered at opposite points, that is, 180 degrees apart. The analogy is not strictly accurate, but suffices to show that the greater the angle or arc in which the propelling power is exercised on the pedal, the easier it becomes to progress regardless of grade. Naturally the ideal would be a means of causing the foot to act on the pedal throughout its revolution, in which case it would be equivalent to the engine having a number of cylinders, the cranks of which are set at equidistant points around the circle so that the sum of their effort is said to be constant rotational velocity. That is, the turning effort is constant and smooth, there are no jerks or breaks in its continuity—it is an approach to the operation of the electric motor in which the armature is simultaneously acted upon at every point of its circumference.

#### Many Bicycles Were There, too.

Despite the manner in which the automobile has been crowding the bicycle in France, there were staged in the main hall at the recent Paris Salon, no less than 572 bicycles of one kind or another, 556 being of the simon pure pedal variety, while the remainder consisted of 2 carrier tricycles and 14 tri-cars and fore-cars. Counting those that were exhibited in other parts of the building there was in all a grand total of 899 bicycles on view, divided as follows: 859 bicycles, 9 tricycles, and 34 tri-cars and fore-cars.

### FRAME OF SHEET STEEL

#### Queer Departure Hails from Land Where Looks Appear not to Matter Much.

Probably the most striking novelty produced by the recent Stanley Show in England was a new motorbicycle frame, which, should it ever become general, would revolutionize this part of the machine. The inventor has thrown precedent to the winds utterly, the new creation bearing not the faintest resemblance to the classis diamond of the bicycle which was adopted as a matter of course at the inception of the motor driven machine and has proved to be without superior.

Departing totally from the style which was borrowed in its entirety from the pedal wheel, the maker has employed stampings or pressed sheet steel to represent the major part of the frame, that is, the part usually represented by the open place in the diamond and in which the motor and its accessories are generally located in the case of the power-driven machine. The only steel tubing embodied in its construction are to be found in the front fork and handle-bar. But the machine departs from conventional designs in every other respect as well. The seat is very low and the pedals have been eliminated altogether. They are replaced by foot rests. A friction clutch controlled by a pedal within easy reach of the foot serves to disconnect the engine for starting as well as for halting on the road without stopping the motor.

This frame is in reality a tank and it is employed as such for the storage of gasoline and lubricating oil. It may be said that a disadvantage would arise from springing a leak in this combined tank, but against the possibility of this, the makers claim that it is not alone vastly more substantial than the usually light sheet metal tanks ordinarily supplied for the same purpose, but that it is made of a single piece of sheet steel and is in consequence remarkably free from joints. Moreover the whole is reinforced in such a manner as not to subject the latter to more than a minimum of the effects of vibration, and further with a view of obtaining the maximum rigidity.

#### Nelson Defends his Cones.

Finding that their patents on adjustable cones are being infringed, the A. Nelson Mfg. Co., Chicago, has taken to the war-path and instituted suit against one offender. Other actions are in prospect. The Nelson rights are covered by the following patents: No. 651,426, granted June 12, 1900, to A. Nelson for cone bearing; reissue No. 11,883, granted January 15, 1901, to A. Nelson for cone bearing and No. 660,324, granted October 23, 1900, to S. W. Bull, for ball bearing.



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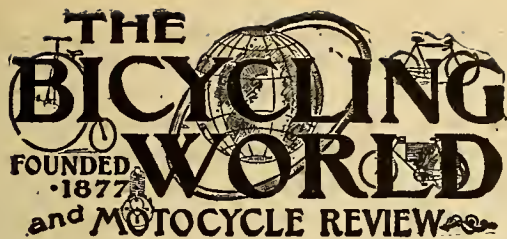
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### Up to the New Jerseymen.

What will happen to motorcyclists generally if they are not careful and conservative and if ever a storm descends on them, is well illustrated by the Freylinghuysen bill introduced this week into the New Jersey Senate.

In this instance they are threatened with the visitation of the sins of automobilists. How drastic and how far-reaching is the visitation the digest of the bill which is printed in another column, shows very vividly. It practically closes the State to non-residents. If it passes, club runs or private runs from New York and Pennsylvania will be held no more.

So far as the resident riders are concerned it treats them somewhat as popular fancy pictures the treatment of Russian convicts or "suspects." Not only is their property unduly taxed, but their person and use of their property on the supposed public highways are taxed on the same per horse-power basis and despite the payment of it, their use of this property and the

use of the common roads may be at any time revoked by any cornfed or prejudiced court or justice of the peace.

The Freylinghuysen bill is quite the most radical and damnable that ever has been concocted, but the present temper of a portion of the New Jersey public and the already assured approval of the Governor of the State make it appear extremely probable that the measure will become a law.

The Federation of American Motorcyclists is doing what it may to secure the exemption of motorcycles. It behooves every other organization or any person residing in New Jersey or having friends in New Jersey to lodge no uncertain protest against the bill with their Senators or representatives in the legislature. There is no time to lose. The time to act is now.

The fact that dealers are to be mulcted \$50 per year for the privilege of handling motorcycles should be more than sufficient to awaken makers and agents to what the bill holds for them.

### Fending off the Whirlwind.

Although at first thought opinions may differ, reflection is likely to bring fairly general agreement that Chairman Douglass, of the Federation of American Motorcyclists' Competition Committee, performed a good service for motorcycling in taking cognizance of the gross violations of the law entailed in the running of unauthorized races on the public highways. That sort of thing simply must not be permitted, certainly not at this time, when the public is afflicted with motorphobia, or until that period motorcycles may have assumed a position akin to that now occupied by the pedal propelled bicycle.

It is well that some one in authority and in the name of an organization has arisen to demonstrate that motorcyclists are on the side of the law, and to show that where there's a will, there's a way to curb evils from within without waiting for the drastic hand of the police or the legislature to visit condign punishment, which will be felt alike by the innocent and the guilty. We have heard criticised the Federation of American Motorcyclists' policy of including road contests in its sanctioning system,

but we are inclined to believe that it will serve more real and widespread benefits than even its sponsors conceived. It will assist in keeping motorcyclists free of the entangling and restrictive legislation now being visited on automobilists, and that is of infinitely more benefit to the greatest number than all the road races that may be held.

The chief trouble is that most of the men who promote and participate in such events do not stop to consider this cost. It is only after a restrictive law has been imposed that they cry out in anguish. It is of infinitely more value, for instance, to the motorcyclists of, say, New York, that the F. A. M. was able to have motorcyclists exempted from such bills as that which proposed an annual per horse-power tax than that six or eight riders might satisfy their craving for speed honors. It is much easier to go with clean hands to the legislature of New Jersey to seek relief from the iniquitous measure now pending there or to the legislature of any other State, for that matter.

In several of the "wild cat" road races that have been run, it is well-known that either manufacturers or dealers have been the moving spirits. In a most flagrant case, a dealer scoured the by-ways to prevent the event from falling through, impressing even his office boy and several other mere children in order that the interests for which he stands might be well represented. This sort of thing suggests that the men in the trade must be brought to realize their responsibility and culpability in such matters. The fleeting advertising they may obtain is of no real profit if it results in bringing down a public and legislative thunderstorm and that is exactly what each of these events invites at this time.

Motorcycles are traveling what may be termed tender ground. Many of the privileges accorded bicycles have been secured for them. But one fatal or spectacular accident in a "wild cat" event probably will be sufficient to undo all the good that has been done. The men in the trade and the clubs owe it to themselves and to the interests for which they stand, to help rather than to embarrass, those who are seeking extension of these benefits.

By his action, Chairman Douglass has made a move in the right direction, of ranging the organized motorcyclists on the side of the law. It is an act which speaks much louder than mere promises and will serve to fend off the whirlwind.



## HITS MOTORCYCLES HARD

**New Jersey Bill Closes State to Non-Residents and Treats Residents Like Convicts—Dealers' Fee, \$50.**

To say that the Freylinghuysen bill, introduced on Monday last, by the Senator of that name, into the New Jersey Legislature is stunning is but to mildly describe it.

It makes almost literal the standing joke regarding New Jersey being outside the Union. Certainly, to all practical intents and purposes, it closes the State to non-resident motorcyclists, putting an end to club runs and to the usage of machines during the summer sojourn at any of the many coast resorts. It places the resident motorcyclist in the category with dogs and convicts who, after being thoroughly "shaken down" by a per horse-power tax, may be held up for inspection or arrest and haled to court at the pleasure of any cornfed constable, while any court, no matter how lowly, will be empowered to not merely suspend, but to permanently revoke the right of a motorcyclist to use his property on the common roads of the State; in other words, to render it useless. Contrary to the general impression that had preceded the introduction of the bill, it leaves no possible room for doubt that motorcycles are brought within its scope; it mentions them specifically.

Part I. of the act defines motorcycles as "such motor vehicles as run only on two wheels, and these making a single track," thus making it plain that the attachment of a forecarriage or a side-carriage will then place the machine in the class with automobiles, which are defined as "all motor vehicles except motorcycles." "Motor vehicles" are defined as "all vehicles propelled otherwise than by muscular power excepting such vehicles as run only on rails or tracks."

Part II. of the bill, which is of considerable length, requires that "motorcycles shall carry between sunset and sunrise, "and whenever a fog renders it impossible to see a long distance, at least one lighted lamp showing a white light visible at least 200 feet." They must also be equipped with "a plainly audible signal trumpet," while automobiles shall be provided with at least two brakes "powerful in action and separate from each other;" for motorcycles, "a brake operated by hand is sufficient." No motor vehicle of any sort shall be fitted "with a chain or other metal grip device when used upon macadam or other made roads," and none "must have devices to prevent excessive noise, annoying smoke and the escape of gas and steam."

Part III. of the bill provides for the establishment of a Department of Motor Vehicle Regulation and Registration, of which the Assistant Secretary of State shall have personal charge and supervision, and act as commissioner. He is to appoint

a general inspector, and as many other inspectors "as may be necessary in detecting violations of this act, in obtaining evidence of violations and otherwise assisting in its enforcement." This commissioner may designate any chief of police or lawful deputy to issue registration certificates and examine applicants for licenses. The act really sets up this Commissioner of Motor Vehicles," as he is styled, as a czar as he is empowered to "revoke licenses at his discretion," but he may not issue a new one within one year thereafter.

No person under eighteen years of age will be licensed, and licenses will be issued only after the applicant has "practically demonstrated his ability by means of a trial trip to conduct a vehicle of the class designated." Preceding this trial trip, the applicant is to be subjected to an examination which will include a test of his knowledge "of such portions of the mechanism as is necessary to insure the safe operation of the vehicle." The commissioner may refuse to license any vehicle that in his discretion is not proper to be used on the public roads.

Part IV. outlines the methods of registration. Each vehicle must be registered annually with the commissioner of motor vehicles, the registration fee being fifty cents per horse-power, but in any event not less than \$2.00. All registration certificates are good for one year from date thereof. In the event of the sale of a vehicle, the purchaser may have the old license validated by the commissioner of motor vehicles by paying a transfer fee of \$1.00.

Non-residents are to be subjected to what is termed a "special short period registration" called the 'Tourist Special,' the cost of which will be \$1.00 for each day of the period for which registration shall be made. No such license, however, will be issued for less than \$2.00. Such tourists will be provided by the State with a special numbered tag which shall also bear the letter S, one of which shall be displayed on the front and another on the rear of the machine.

Manufacturers and dealers in motor vehicles are to be "milked" for \$50 per year each for a registration certificate and a tag bearing one general number and the letter M, which "shall cover and be valid for all motor vehicles owned or controlled by such manufacturer or dealer until sold or let for hire, or loaned for a period of not more than five successive days." Part IV. also provides for the separate licensing of drivers of motor vehicles, the fee for which shall be at the rate of 25 cents per horse-power of the vehicle he may be registered to drive. In making an application for such registration, the applicant must "furnish the examiner with a photograph of a size suitable for attaching to the license, which photograph must be an accurate likeness of said applicant."

Part V. provides for the tags. Automobiles must carry them front and rear "above the level of the tire." The numbers,

are to be not less than four inches in height nor less than one-half inch in width, and no other tags must be displayed. The numbers for motorcycles are to be not less than three inches in height nor less than one-third of an inch in width, and they shall be "displayed in a conspicuous place on the said motorcycles, and the said numerals shall be kept free from dust and grease or other blurring matter so as to be plainly discernable at all times during daylight."

Part VI. provides that no other license shall be required, and forbids the driving of any motor vehicle "in a race or on a bet or wager."

Part VII. fixes the speed limits at a mile in seven minutes when "turning sharp curves of a street or highway at the junction or intersection of prominent cross roads in the open country." "Open country" is defined as meaning where the houses are on an average more than one hundred feet apart. The same limit of speed is provided in the built-up portion of any city, town, township, borough or village, or "when within two hundred feet of any horse or beast or draft of burden." Elsewhere the limit is a speed of one mile in three minutes. Motor vehiclists must stop, however, at "a request, or upon signal by putting up the hand or otherwise from a person riding or driving a horse or horses in an opposite direction."

VIII. provides that within three months after the commission of any offense any magistrate of a county in which the offense is committed may issue a warrant to any constable, police officer, inspector, etc., to make an arrest. If any corporation violates the act, any officer thereof may be summoned to court. Any defendant may appeal from sentence to a county court of common pleas on filing a bond of five hundred dollars, but if a sentence of imprisonment is imposed he must stay in jail until his appeal is properly filed. Part VIII. of the act also authorizes any constable, police officer, motor vehicle inspector, etc., to stop motor vehicles for inspection, to make arrests without warrant, etc. Cash bail is permitted.

Part IX. provides for the punishment and penalties—a fine of not more than five hundred dollars or imprisonment in the county jail for a period not exceeding sixty days. Any magistrate before whom a hearing is had is also empowered to revoke the license of any person in addition to any other penalty that may have been imposed. The unfortunate may appeal only to the commissioner of motor vehicles for renewal of his license, as any decision of the court will be of no influence.

Part X. provides that the law shall take effect July 1, 1906, and that the income therefrom shall be used as a fund for the repair of macadamized roads throughout the State, and also to erect "cautionary warnings of dangerous crossing, steep declivities or other irregularities or perils of the roadway."



## MILEAGE MEDALS ARE AWARDED

New Jersey Distributes Annual Honors—  
Leuly and Graham Head the List.

Although the complete record report of century and mileage record of the Century Road Club of America for 1905 has not been yet tabulated, the record of the New Jersey Division is public property. It shows that Chester Graham, of Bayonne, secretary-treasurer New Jersey division, heads the mileage list with 3,295 miles to his credit. P. J. Sheary, of Jersey City, is second in the New Jersey competition with 2,247 miles. Emil Leuly, who accompanied Harry Early on the ill-starred cross-continental venture last summer, is known to have ridden about 8,000 miles, but he did not officially report it. The total mileage of the New Jersey division for the year just past amounts to 79,850.

Graham did not show up so well in the number of centuries ridden, having reported only five. First prize in the century competition goes to that sturdy rider of West Hoboken, Emil Leuly, who rode 51. H. E. Fischer, also of West Hoboken, gets second prize with 36, and although he was not competing, Harry Early the National treasurer, rode thirty during the year. O. J. Nelson comes next with 27. Three men are tie with 11—W. E. Thompson, Brooklyn; Fred Pfarr, New York, and James Clowes, of Paterson. Frank Hutzwohl and Charles F. Hansen, of Jersey City, and Fred Jones, of Passaic, rode four each, and those who rode two were Fred Peterson, Newark; Thomas M. Davis, Bayonne; and Frank Blatz and William Arbeit, of Jersey City, and P. J. O'Byrne, of Paterson.

William Davis, George Eagen and William Furze, of Jersey City, Art. Kinloch, Paterson; William Kuethe, West Hoboken, and C. Todd, Bayonne, were credited with two each and the following with one: F. Montville, Newark; F. Connor, Passaic; Isaac Van Rosenberg, Passaic, and J. Gordinio, J. Romer, P. Lee, W. Flynn, J. Flynn, C. Max, G. Hidley, H. Carr and W. Taylor, all of Jersey City. The total centuries ridden by members of the New Jersey division during 1905 amounts to 240.

Medals for the competition were awarded at the monthly meeting held at the clubhouse, Jersey City, on Tuesday of this week. In addition to those for mileage and centuries ridden, Leuly and Nelson were presented with gold medals for meritorious riding. Although the National results have not yet been given out, it was announced at the New Jersey meeting that Harry Early had won the membership medal for introducing thirty-two new members. This makes the second year that Early has earned the distinction. In 1904 he added thirty-nine members to the roll. It was also given out that Emil Leuly had finished third in National mileage, W. J. Hampshire, of California, being first, and O. J. Perreault, of Massachusetts, second,

although the records of the last two have not been announced.

## One Tax Motorcyclists Will Escape.

New York motorcyclists may now breathe freely so far as Senator Irving L'Hommedieu's bill taxing motor vehicles one dollar per horse-power per year is concerned. Mr. L'Hommedieu received the advances of President Betts, of the Federation of American Motorcyclists, in good part and readily agreed to exempt motorcycles from its provisions. A copy of Senator L'Hommedieu's measure, as altered, shows that he has kept his word. In addition to the one dollar per horse-power, the bill further imposed a filing fee of two dollars.

The bill stands a fair chance of passage as the State Automobile Association has let it be known that since the revenue is to be applied to road improvement, they will not oppose it.

## Prince Flirts With Atlanta.

John Shillington Prince, who is known in Atlanta as the "rain maker" and in some other places by less complimentary terms, breezed into that city last week and appeared before the city council, asking for a lease of the old coliseum. The petition for the lease was introduced by Councilman Oldknow. Rules of the Council were dispensed with, and Prince was permitted to make a speech in which racing and rain were eloquently discussed. He explained that he intended to hold a number of races in Atlanta between Robert Walthour, James F. Moran, Hugh MacLean, Benj. Munroe and European riders.

## How he "Found" an Inlet Spring.

A motorcyclist tells of a subterfuge by means of which he got out of a perplexing dilemma while on a recent tour. He was in the midst of a forest about seven miles from any known habitation when the inlet valve spring broke. He tried to utilize the larger part of the broken spring by lengthening it, but this would not give the desired tension, and a long walk seemed inevitable. A happy thought in the shape of his tire pump struck him and removing the plunger he found a spring which, luckily, happened to be the right size. On fitting it and replacing the valve it sufficed to carry him to the next repair shop.

## Rochester Enforces Rules of Road.

Cyclists in Rochester, N. Y., are just learning that the rules of the road apply to those machines as well as to other vehicles. Judge Chadsey, last week, issued strict orders to the police force that any cyclist or, for that matter, any users of the streets found violating the traffic regulations should be arrested. Charles Hirsch and Nicholas Bumm were the first cyclists to contribute two dollars toward the fund. They were both found guilty of riding on the left hand side of the street.

## F. A. M. FORMS TWO ALLIANCES

N. C. A. and the Amateur Athletic Union  
Join Hands with Motorcycle Body.

For the good of the sport generally and of motorcycling in particular, the Federation of American Motorcyclists has joined hands with the Amateur Athletic Union and National Cycling Association.

Articles of alliance with both of the latter organizations, which have been formulating for several weeks were exchanged this week. The alliance with the N. C. A. has been consummated and that with the A. A. U. is in the mails and undoubtedly will be signed by the last of the signatories early next week.

The alliances, of course, bind the respective organizations to respect the rules of each other and to recognize and enforce all suspensions and penalties that may be meted out. They will do much to strengthen the hands of the F. A. M. and to raise the sport to a higher plane.

## To Race on the Ice.

For the first time in its history motorcycle racing on the ice will be attempted at the meet of the Muskegon (Mich.) Motorcycle Club, which will be held sometime next month, the exact date having not yet been determined. Lake Muskegon, upon the surface of which the races will be held, is five miles long, and it is proposed to lay a straightaway cinder path of that length and forty-eight feet wide upon it. The ashes, being put on while hot, will sink into the ice and form a hard track upon which there will be little or no danger of slipping. Paul Stamsen, Alphonse Gangon, Percy Anderson and J. Spencer Locke will represent the Muskegon club in the motorcycle races.

## C. R. C. of A. Chooses City Cracks.

That the New Jersey division of the Century Road Club of America will be well represented both in track and road races during the present year is evidenced by the teams that have been selected to represent the various cities of its domain. The cities and the riders representing them are as follows: Newark—James T. Halligan, B. Hill; Passaic—Fred Connor, Fred Jones; Bayonne—Chester Graham, William Furze; Jersey City—Charles F. Hansen, Joseph Harris, Joseph Romer, Frank Blatz, Benjamin Eveson and A. Pfohe.

## Promoting a Public Nuisance.

In Massachusetts, one of the brilliant legislators is evidently anxious that motor vehicles be made public nuisances. He has introduced a bill requiring that all motor cars and motorcycles be provided with bells, which shall be sounded automatically at every revolution of the wheels.



# “BIRDS”

ALL OF THEM

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1906

Yale Bicycles

Snell Bicycles

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CONSOLIDATED MFG. CO.

TOLEDO, OHIO.



## FOR STREET INSPECTORS

## Motorcycle's Capacity for Such Duty Strikingly Shown—10,000 Miles Since April.

While motor bicycles have been used by the police of New York City for some little time, the only other municipal department which has adopted the power-driven bicycle for commercial use is the Department of Street Cleaning, which has had two in service for about a year. When they were purchased and first put into regular service, they were considered chiefly an experiment, for although the machines used by the police had fully vindicated themselves in the work for which they were intended, their adaptability for short and decisive bursts of speed—always over good pavements—had by no means indicated that they would prove serviceable in the more rigorous work of the Street Cleaning Department, which required of them a far different class of duty. That they have worked out in an entirely satisfactory manner, is shown by the fact that the one—a Rambler—which was assigned to Brooklyn, and which has been regularly used since last April, has traveled in all, exactly 10,225 miles.

Mr. Carroll LeRoy Mosher, who is also secretary of the Brooklyn Motorcycle Club, and Chairman of the F. A. M. Roads and Tours' Committee, who is the inspector who has used it during this time, employs no mild language in endorsing the motorcycle for such work.

"There are six different kinds of paved streets, beside cobble, and of this type it may be said that never were two cobble paved streets alike," he said, when his opinion and experiences were sought. "It is possible to learn the location of the holes in an asphalt street, but no man can ever hope to master the topography of a cobble pavement. Sometimes, indeed, it seems to change daily, and for the little machine to carry its burden over such a heterogeneous track mile after mile, making sudden stops, turning this way and that to avoid traffic, dodging all sorts of obstacles, and overcoming all sorts of difficulties; and to do it at a fair cost of maintenance and repair, is a task for which its adaptability could not be proved except by trial. The question of its value was one which could not be answered by a theory or by a precedent. So, it was wholly by way of experiment, that the machine was purchased and turned over to me for trial.

"At that time, I was so very 'green' regarding all things pertaining to the gasoline motor, that I scarcely knew the difference between a spark-plug and a compression ring, yet so eager to learn was I that at the earnest solicitation of a friend who had a perverted sense of humor, I wrote forthwith to a motor supply house, for a catalogue of 'air-cooled carburetters,' and then, as if this was not bad enough, clinched this exposition of my guilelessness, by stat-

ing that I was particularly interested in the type having an 'outside float.' From which you will readily see, that if the poor little puffing engine could be made to puff at all, even for one single week, it was deserving of an exalted position in the list of 'fool proofs.'

"When the motorbicycle came, there also came an imperative order to the effect that it was to be used regularly. And so, nothing loath, I made my first attempts, with more zeal than wisdom. Having learned that gasoline was to be put into a tank apart from that in which the lubricant was put, and having studied the instruction book with great care, I betook myself to the



CARROLL LE ROY MOSHER.

cycle path in the early hours of the morning, and tried it out. There seemed to be nothing to it after all, for the machine ran without a whimper, not simply during the preliminary run, but all that day. That night, it was cleaned and tinkered with according to my lights, which were somewhat dimmed, it is true, by over much study of the instruction book. The following day, in consequence, it ran by fits and starts, and in the week that followed I was beset with all the various sundry brands of trouble that had been deemed unfair and cast out during the elimination held prior to the final test of the patience of Job. Finally, having come to the limit of my endurance, and having brought the machine to a condition of absolute obstinacy, I sought out a man skilled in the understanding of such things, and turned it over to his kindly attention. He used a screw driver and a pair of pliers for about two minutes, allowed three minutes more for an explosive dissertation on the idiocy of being a fool in such matters, added a few kindly words of advice, and sent the now thoroughly humbled learner forth on his way

with a strong admonition not to tighten a screw unless he knew why he was doing it.

"From that 'last word,' the machine began to work. Day by day the tour of duty was increased. From the circuit of a section, the ground covered became a district. From a single district it was extended to two. From two, it stretched to three, then four, then five, until finally, it became possible, and not only possible, but thoroughly practicable, to include all Kings County in one inspection district. And all Kings County signifies the entire borough of Brooklyn. To the Brooklyn man, this has a definite meaning, but to any other, it has none—absolutely none—unless he be informed that Manhattan—the old City of New York—can be tucked into a very small part of its sister borough. For Brooklyn has 283 miles of asphalt streets, 102 miles of cobbled pavement, 93 miles of granite and brick, 67 miles of macadam, and a good deal more of highway that is not paved at all, which, nevertheless, may become under some circumstances fairly good going."

Having delivered himself of these statistics, to his evident relief, Mr. Mosher proceeded to dwell somewhat at length on the trials which beset the individual condemned to his calling, when assigned to a territory possessing such varied attractions.

"When I say that this immense territory has now become one inspection district," he continued, "I do not mean to imply that every foot of the six hundred miles or so of street is to be covered daily by me on my machine. It is, however, perfectly true, that it is systematically inspected daily, and that it is all done by one man, and he on a motorcycle. There are other inspectors, it is also true, but they do not attempt to cover more than one or two of the forty sections, and this they do on foot, giving a close attention to detail, which is not required in the same degree of me.

"What is my average day's work? Why, from 75 to 100 miles. I seldom do less than 60, and frequently go above the century mark—and mind you, I ride every day in the year, when called upon, regardless of weather conditions, and I am obliged to go about regardless of the condition of the streets, usually covering many miles of most abominable surface in the course of one of my trips. Sometimes, of course, I am able to effect a saving both in time and wear of the machine, by cutting through a bit of parkway, or following a boulevard, but for the most part, I pay no attention to the condition of the streets, going along as best I can under the circumstances. My greatest day's duty entailed a ride of 162 miles, yet that distance was made on a surface which for the most part would have seemed to the average rider, who goes out simply for pleasure, to have been extraordinary torture.

"As for the routine of this work, I may begin the day at Coney Island, then take a trip through South Brooklyn to the shopping district, from there run over to the



shipping around the markets, and then on to the Williamsburg district, from which I cut through the Eastern district out to East New York. Thence I may come back to the Bedford section, or to Carnesie, follow down the parkways through Flatbush, and close the day with a glance at Bergen Beach and Sheepshead. When I come in at night, my cyclometer may register 80 miles, or it may show something like 110, as the case may be, the distance traveled always depending largely on the number of cross streets which it has been found necessary to run through. In all this, there is little or no fatigue for me other than that which would come from my regular work and apart from the method of travel. And as for the way in which the work affects the motorcycle, before discussing that detail, it should be borne in mind that in addition to the necessity of traversing streets which are by no means choice in their adaptability to motorcycling, it is necessary to make frequent stops, and to cover all sorts of impossible feats of stunt riding sometimes, because of the nature of my duties, and to give it a continual banging in all sorts of wet and dry corners never before ridden by a cyclist.

"When it comes to a consideration of the cost of the thing, I want to tell you that during the entire time, while I have been covering those ten thousand miles of give and take city pavement, not one cent has

been spent because of breakage. Even the damage done by an ambulance that ran over the machine after its rider had jumped and abandoned it was repaired by a monkey wrench which straightened out the mud-guard-stays and hammered the dents out of the battery box. One shoe and an inner tube were totally used up, on the rear wheel—and then served about eighteen hundred miles on the front one—two sets of sprockets and several sets of chains have served their purposes and been cast aside. Only two spark-plugs have been required, and both are still in use, when one is dirty the other taking its place. A commutator spring, a contact screw, some carburetter parts and a muffler have been worn out, and in all the conditions and annoyances that might well be expected to come from this volume of hard, rough riding done at day and at night (for night calls are frequent and generally emergency hurry), the only real drawback or trouble has been with the coaster brakes where broken springs are being continually replaced.

"The cost of gasoline and lubricant has been hard to determine or keep track of. The gasoline tank is filled every morning, and usually is refilled at noon, while a third filling frequently occurs during the day. Yet each time, only a pint or so is put in.

"To attempt to compare these results with my previous means of travel is obviously impossible. In the first place there

is no common starting point. Originally the horse and carriage costs more than the motorcycle, you will go further on fifty cents worth of gasoline than you will on fifty cents worth of oats—and in a small fraction of the time—your repair bill will not equal your shoe bill—provided you have some "air cooled" brains. But more than this, you are physically able to go further when you bear a portion of your weight on your feet than when the entire time is spent in sitting down—even when supplied with air cushions or any other means of comfort. Finally, if the two are worn out, you will get more for the motorcycle than you will for the horse and carriage, for the one must be fed and the other can be left to rust after the useful parts are removed. And it might be added, that tires break about even with the harness item.

"Compared with an automobile the motorcycle will do as much or more with a greater degree of comfort to the driver, and the expense depends on the weight, etc., of the car. A fair comparison to the average automobile would be about twelve hundred miles on the cycle to one hundred in the twelve or fifteen-horse car.

"With a street car there is no possible means of comparison, except on the basis of money spent; my car fares per month being about double the cost of using a motorcycle, and there your ability to compare it at an end."

## READING STANDARD

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Makers of the Renowned Reading Standard Bicycles and Thoroughbred Motorcycles

## READING STANDARD



## ROAD RACERS SUSPENDED

## F. A. M. Takes Notice of Violations—One Member also Expelled.

Roland Douglass, chairman of the Federation of American Motorcyclists' Competitive Committee, has demonstrated effectively that he proposes not only living up to the letter of the law also to assist upon respectful recognition of of the land, which is promoted by the sanctioning system, all sanctions for road races being conditional on permits being secured from the proper legal authorities.

Douglass's action takes the form of the suspension of each and all of the motorcyclists who competed in the New Year's midnight race to Yonkers and Tarrytown, promoted by the Associated Cycling Clubs of New York, and placed this organization on the list of those who will be denied sanctions of any sort for a period of 14 months. The riders themselves were let off with a nominal suspension of three months, but were also duly warned what would follow a second infringement of the F. A. M. rules. Douglass's views on second offenses are fairly well known; there is nothing nominal in these views. He also has suspended the several Massachusetts riders who competed in the unsanctioned races on the road near New Bedford, and has under investigation similar infractions on the Pacific Coast.

In the New York case the circumstances were particularly flagrant as the event was run despite the protest of both the F. A. M. and the New York Motorcycle Club, and after the situation had been fully explained to the A. C. C. officials. Certain trade influences which were brought to bear proved to be of more potent effect, one dealer providing nearly all of the entrants. The A. C. C. officials "explained" that the race was a "run" and promised that the speed laws would not be "countenanced," this statement being intended only for the consumption of the police and the great, green public. When the official time showed how the law had been mocked, the official who issued this statement was promptly called on to show his good faith. Of course, he didn't do so.

As will be recalled, the race resulted in a pace of about 30 miles per hour and was accompanied by a number of disgraceful incidents. Several machines were badly wrecked and two of the men were slightly injured, one of them being charged with intoxication. The other was injured by running into the rear of a wagon, the driver of which picked him up. The open mufflers of the following machines frightened the horse, upset the wagon and led to a midnight quarrel on the road in which pistols were flourished on both sides.

Chairman Wehman, of the F. A. M. Membership committee, also has acted in respect

to the charges brought against W. T. Marsh and A. T. Hoyt, of Brockton, Mass., the latter an employe of the former. As a result of the vote of the Membership and Legal Action Committees which pass on such cases, Marsh has been expelled and Hoyt suspended for two years. The charges grew out of a referee's decision at the F. A. M. championship meeting in Boston last summer. The referee's ruling did not please Marsh, and instead of appealing, he got real mad and went home and "organized" a little "national association" of his own, merely by printing a letterhead bearing the names of some of his employes and intimates as officials. Then the "national association" held two startlingly original race-meets. The men who competed were promptly suspended, the second offenders for life. The charges against Marsh and Hoyt, who acted as promoters and officials, followed. They made no defense, although when suspended from membership pending trial, Hoyt wrote a long abusive letter which proved chiefly that he did not obtain an education in nearby Harvard University. He wailed about entry fees not returned to him on an occasion when he suffered an accident and pleaded that he was not the guilty man.

## Bad Weather Beats Bruyere.

J. P. Bruyere, the F. A. M. Eastern district champion, was a sadly disappointed man last week. For months he has coveted the mile straightaway record and during last week's show, he obtained sanction and also permission of the Brooklyn authorities to make an early morning trial on the Coney Island Boulevard. Officers were officially appointed and on Thursday all were up at daylight, but the weather and the course were unfavorable and no trial was possible.

## Hussars Will Have Motorcycle Couriers.

As indicative of the trend of the motor bicycle in connection with military matters, comes the news from England of the last reconnaissance of the South Notts Hussars. One of the men attended on a motor bicycle and after an exhaustive test the officers came to the conclusion that he was worth half a dozen of his fellows in carrying dispatches. Instructions were therefore issued that three motor bicycle couriers would be allowed per squadron, the men to receive the same pay as mounted men.

## Providence Club Brought to Life.

The Providence (R. I.) Motorcycle Club was formally disinterred and revived at the meeting held on Tuesday evening last. Twenty-five members were then enrolled. The list will be kept open until there are thirty-five signatures, after which an initiation fee of \$2 will be levied. Officers were elected as follows: President, E. L. Buffington; vice president, B. L. Barnes; secretary, W. L. Medhurst; treasurer, B. A. Swenson; captain, A. Weilborn; first lieutenant, J. L. Pickering; second lieutenant, R. W. Meyer.

## ORIGIN OF BICYCLE IDEA

## Famous Pictures of 1515 Lead a German to Make Caustic Suggestion.

As an illustration of the truth of the time worn assertion that there is nothing new under the sun, and that each and every one of the so-called inventions have had a more or less vague origin in the imaginings of one or another of the ancients, someone has recently called attention to the fact that in the famous pictorial series illustrative of the Emperor Maximilian's Triumphal Progress, of the year 1515, which has been attributed to the versatile brush of Albrecht Durer, cycles appear in seven different pictures.

"Five are driven by foot, the rest by foot and hand," says this iconoclast. "Whether the German Cycling Federation will now take down their commemorative tablet from the house of Baron von Drais, the inventor of the bicycle, is uncertain. Anyway, Durer would seem to have the 'jump' on him by a few centuries. Durer's weird creation obviously belonged to the heavy roadster order. The rider appears to be taking no 'acid,' notwithstanding that both hands and feet are busy. For cases of obstinate embonpoint morning spins on a 'Durer' might be recommended."

Also, it may be noted that motor cars and flying machines also have served their time on the canvas of the old masters, and in the works of the wood engravers of bygone times; whose efforts, though of less intrinsic merit, certainly deserve the palm for originality of thought and ingenuity of execution, considering the enlightenment of their period. And yet, judging these men by their descendants, it is to be supposed that they got their ideas from some suggestion of their contemporaries, or even from more remote draughtsmen. And so it goes, until one is brought to wonder whether or no there can be such a thing as true invention after all.

## How Mufflers will be Tested.

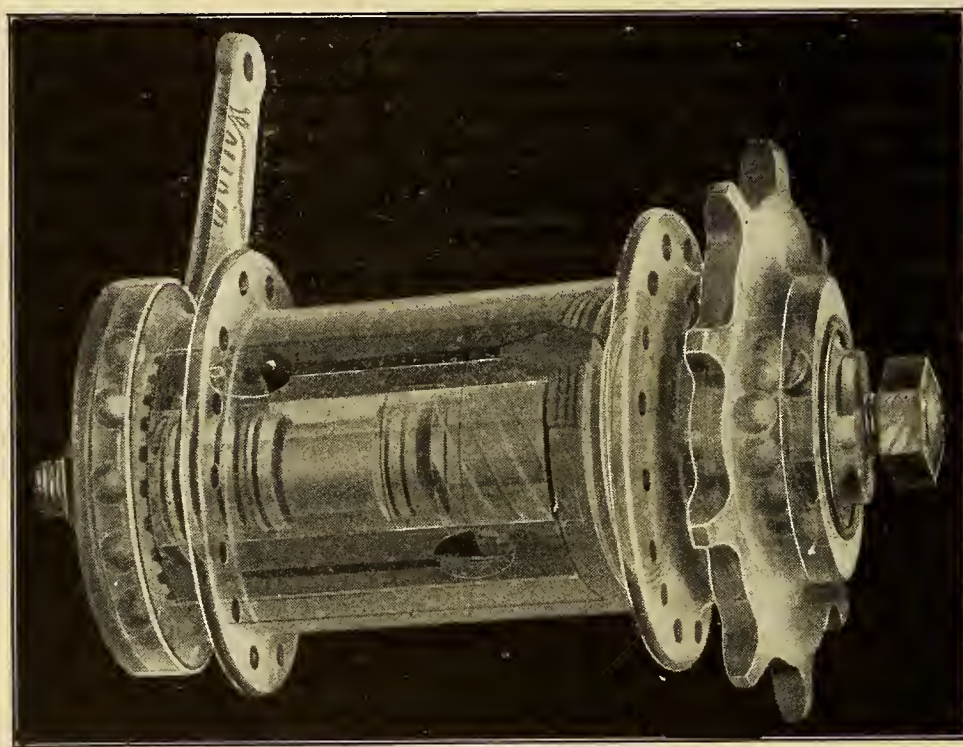
In connection with the forthcoming automobile exhibition in Vienna, the motorcycle section of the Austrian Automobile Club is organizing an international competition for mufflers for motor bicycles. The test will take place on March 18th and will consist of a trial with the machine on a stand and a run of a 100-kilometres, about 62 miles. The awards will be on a point basis, a maximum of ten being made to each of the following: For the quietest running engine with the machine on a stand; for the quietest running engine during the 100 kilos. run; for the quietest running engine during a trial on a stand after the road test and for the smallest muffler with the largest tubes.



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satisfaction."

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## TYPES OF TOURISTS

The Luggage Carrying and the Toothbrush Species—Charm of the Tandem.

"During a cycling career verging closely on a quarter of a century, it has been my lot to ride on a very varied assortment of cycles," says Jock, in the *Scottish Cyclist*. "What is known nowadays as the 'old ordinary' was my first love. On an all-bright Special Club I sampled the joys, and, alas! the sorrows—for croppers were not unknown—of those Bohemian wanderings which have ever since held me in their thrall. From my elevated perch I viewed for the first time the beautiful panorama which unrolls itself before the eyes of the highway traveler, and such was the enthusiasm which filled me in those days that all my holidays, long or short, or rather that portion of those holidays when I was not occupied in keeping the "all-bright" from being all rust, was spent in gadding about in search of new scenes and roads to which my wheel had hitherto been a stranger. In the newness of the experience, no doubt, lay much of the charm, for it must be confessed the "ordinary" had many shortcomings as a touring mount, and I fear, had it not been supplanted by something more practical, like the bicycle of to-day, the old stager's enthusiasm would probably have failed sooner or later to press down the scale against the weight of those shortcomings, and one's cycle touring, if not one's cycling career altogether, would have been brought to a comparatively early termination.

In those days I was very considerably infatuated with the luggage-carrying mania. The toothbrush tourist was held up in the cycling press as an object of ridicule, and perhaps it was a desire to escape such ridicule, as much as any sybaritic desire of having an extensive wardrobe available, that caused me to strap a multum-in-parvo bag on the machine, or a Spurrier's Take-about across my shoulders. I think, too, it was this luggage-carrying difficulty as as much as some unloving embraces with mother earth that caused me to seek the more lowly acquaintance of the three-wheeler. On a tricycle I was able to stow a really unpardonable weight of luggage, more especially when I abandoned the double-steering Humber for the Cripper type, and when, thanks to the possession of a bosom pal, who in the later eighties accompanied me on most of my wanderings, I took up the double machine, first in the sociable and later in the tandem form, I was able to revel in touring impedimenta which must have scaled half the by no means insignificant weight of the machine we bestrode. Next came the Otto—a weird machine, which gave point to the small boy's gibe about your hind wheel coming off—and this soon gave place to the safety

—first the Kangaroo pattern and then the Rover type, such as is universal to-day. With the advent of this last, I think, co-dated my conversion in the matter of luggage-carrying, for it was on one of Dan Albone's cross-framed machines that I first carried out a fortnight's tour through the midland and northern counties of England furnished only with a small roll of my belongings on the handle-bar. Despite the inconvenience of a somewhat abnormal weight, I think my pleasantest recollections were associated with the double machine, and it was not long before I had it in my stable in the latest form of this type—the tandem bicycle, which in many respects I have since come to regard as the ideal touring mount for a couple of riders.

To recommend the tandem bicycle for



NEW YORK BRANCH 214-216 WEST 47TH ST.

touring may cause some surprise to those who have been taught to regard it only in the light of a speed machine. To many the tandem calls to mind only a cemented track and a trio of half-nude men winding off laps at top speed in the capacities of pacers and paced. Even on the road the tandem has a similar reputation, and the advent of such a machine on a club run is generally accepted as evidence that there will be no delay in getting to the destination. But those who have tried the tandem in a rational manner know that such a reputation is by no means deserved, and that, if moderately geared, and ridden by a couple who have ridden sufficiently in company to learn to "nick together," as it is termed, there is no more suitable machine for the tourist—whether potterer or otherwise—than the double-seater of the present day. Undoubtedly the tandem, until comparatively recently, was considerably over-geared. Men accustomed to ride a single-geared under seventy thought it quite in order when tandeming to push along a

machine geared to about ninety. Such a gear necessarily means fast traveling when the road is easy, and terribly hard work when hills abound, and from this cause, I think, more than any other has the tandem met with disfavor as a touring mount. The variable gear, however, should do much to enable the advantages of these machines to assert themselves, but even when so fitted care should be taken to have the normal gear, on which four-fifths of one's touring will be done, no higher than that favored for a single machine. Personally, I find about eighty on the normal, with a corresponding reduction for hills, a very suitable combination for a two-speed tandem for touring, and on my new three-speed I shall adhere as closely to this as possible, while securing an additional gear in the neighborhood of the hundred for use when the road is exceptionally easy. As I am a rider of average calibre, with a normal touring pace of about twelve miles an hour, I imagine that a similar combination would not prove amiss for others like me. Whether touring per tandem or on a single, moderation in pace is essential to enjoyment. I think all of us have a natural pace in cycling, just as we have when taking a walk, and if this pace is adhered to a day's journey may be considerably prolonged without undue fatigue being experienced at the end. On the other hand, let cyclist or walker but force his speed beyond this, and the effects will soon make themselves felt, without any corresponding advantages to set against them.

For the pottering tourist, I think, indeed, that the tandem, moderately geared, has many points to recommend it over the single. One is not eternally beset with the fear of being left by the other fellow, and if the other fellow happens to be the stronger rider there is a distinct advantage in having his assistance in surmounting hills and taking the bulk of the work when one happens to be a bit off color. If, on the other hand, he is the weaker it will be found usually a good deal pleasanter to help him in similar fashion than to have to "hang about," or completely bake him by keeping him going when he is unfit. How far one's companion should confide in the other the use he is making of muscles, limbs and lungs not his own is, of course, a matter for private judgment; but, on the whole, perhaps it is as well to hide the fact, as there is sometimes a lack of magnanimity in the character of one's partner which would cause him to jib and say things if the position was acknowledged. I have even known cases where the weaker vessel has endeavored to hide his inefficiency by grumbling at the other, and claiming that other was guilty of shirking; but I do not recommend this mode of conduct, as it offends my sense of righteousness, and may lead to unpleasant results at the hands of the aggrieved party.

There is another attraction about the tandem for touring purposes in the facility it offers for conversing when on the road, and when a lady is aboard; this is a feature



which will be much appreciated—at least, it will be appreciated by her, though I am told that sometimes when the male partner is of the husband persuasion, the appreciation of such conversational facilities is apt to be rather one-sided. As the lady usually takes a back seat (my words must be read, of course, solely in a cycling sense), it must be acknowledged that she has a decided advantage when hubby requires and gets “a good talking to,” as she can pour her tale comfortably into his ear with the certainty that not a word will be lost; while he, poor wretch, is compelled, in a double sense, to talk back, and must half-screw his head off in his endeavors to face the situation, and prevent his remarks being dissipated in the air. Misogynists will probably point out that this is yet further evidence of the unfair advantage gained over the male sex by womankind; but this is a matter on which I express no opinion. If hubby gets a good talking to, I for one am open to declare that he well deserves it, and hope it will do him good, and make him see matters in their proper light in future. But, even if we concede the point that woman is in a too advantageous position on the back of a tandem, I would still give that machine my vote as being the ideal touring mount for married folk. A man and his wife who own a tandem should have many opportunities of riding together, and, unless he is a recreant knave, who prefers to go out every week-end for a

flare-up with “the boys,” they will no doubt soon learn the art of nicking together which makes two on a tandem ride like one. This is the end which all tandem couples should endeavor to attain before starting on a tour, and to none should it come so easy as to those who have entered on a partnership which some old-fashioned people say can only end with the death of one or the other of the parties. Then there can be no difference of opinion as to the apportionment of the work when a man takes his wife atouring per tandem. Woman has the traditional right to consider herself as the weaker vessel, and her sex debars her from the necessity of feeling any shame when she throws the bulk of the work on the man of her choice, which, to her credit be it said, she does not fail to do; while he—the man—if he is worthy of the name, will glory and find great satisfaction in showing what strong and valorous deeds he is capable of.

I am sure every woman who reads these lines will admit that I must be a decent sort of a fellow to argue in this strain. Perhaps the male tandem motor may not be quite in accord, but he must not overlook the fact that some very decided advantages lie on his side, too. He enjoys, when on the front seat of a tandem, a sense of dominion, of absolute control, which may be sufficiently unusual as to prove enjoyable. He takes his rightful position as the guiding spirit of the domestic concern; he

is the leader, and his partner must submissively follow whithersoever he may dictate. Yes, undoubtedly the tandem is the machine par excellence for the married man who would go atouring. By its means he is able to relieve himself of the suspicion of being selfish in his amusements. He will escape those recriminations—which, believe me, ladies, I think are quite justified—when he goes “off on that blessed bicycle again,” and, while remaining a tourist, can at the same time hold up his head before a world of critical wives as that most precious thing in nature—a good and dutiful husband.”

#### Roy Elect Schmoll President.

At the annual election of that progressive young French club, the Roy Wheelmen, of New York City, last Friday night, 19th inst., George Schmoll was elected president to succeed Charles Williams, who refused a renomination on account of business. Fred Prudent, the vice president, remains in office, while Robert Roullier succeeds Charles Jacobs as secretary. Jean Roy, for whom the club was named, was again chosen treasurer. The Roys will, during the coming year, be even more aggressive in racing affairs than they have been in the past.

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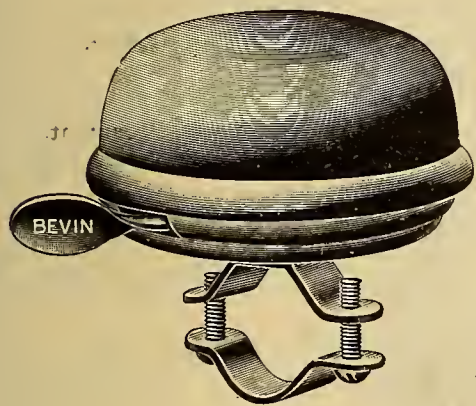
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**PERSONS MFG. CO., = Worcester, Mass.**



# THE "Good Old Standbys"

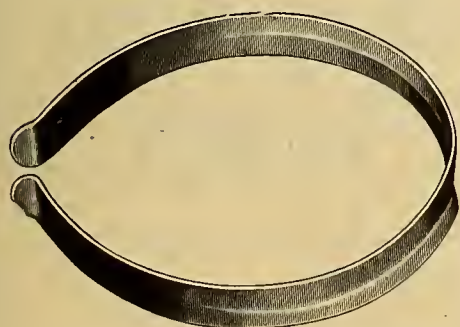
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EASTHAMPTON, CONN.

### Elbow Trick in Armory Race.

H. F. Cranston, of the National Athletic Club, won the two-mile handicap at the Ninth Regiment Armory, New York City, last Saturday night, 20th inst., beating out W. Vanden Dries and Elliott, both of the Twenty-second Regiment A. A. The time was 5:13. Charles Jacobs, of the Roy Wheelmen, from the 30-yard mark, captured the first heat in runaway fashion from H. Cranston, National A. C. (20 yards), and George Cameron, Eighth Regiment, on scratch. The latter two finished abreast. The time was five minutes flat which is pretty good, considering the floor was highly polished and was twelve laps to the mile. In the second heat J. Cunningham, of the Nationals (60 yards), finished first; W. Vanden Dries, Twenty-second Regiment (40 yards), was second and Elliott Adams, Twenty-second Regiment (30 yards), came in third. Time, 5:11. At the half-mile post in the final heat Cameron attempted to pass Adams and all fell except Cranston and Vanden Dries. Jacobs and Cameron were the first to recover and they caught up with the leaders, but not until Cranston and Vanden Dries had placed a gain of one lap to their credit. At the quarter past the mile Cunningham plainly elbowed Vanden Dries to let his team clubmate, Cranston, through. The unfair trick succeeded and Vanden Dries and Jacobs were thrown out of stride. Adams also got through and Jacobs set out to overtake him, but fell at the tape, the former winning third place.

### Peterson Makes his Appointments.

Fred Peterson, State Centurion of the New Jersey division of the Century Road Club of America, has announced the appointment of the following road officers for 1906: Deputy centurion of Paterson, Arthur Kinloch; deputy centurion of West Toboken, Ira Menge; deputy centurion of Jersey City, Charles F. Hansen; president, Thomas Lusty; vice president, O. J. Nelson; sergeant-at-arms, John McComb; captain, Joseph Haus; first lieutenant, William Davis; second lieutenant, Joseph Romer; first color bearer, Frank Hutzwohl; second color bearer, Frank Blatz; chairmen of committees—Racing, Thomas M. Davis, century runs, J. T. Halligan; road records, Thomas Lusty; press, Chester Graham; auditing and membership, Stewart McKenzie.

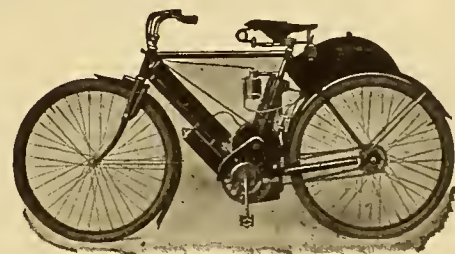
### Schneider Again Heads Detroit.

Following are the newly elected officers of the Detroit Wheelmen, of Detroit, Mich.: President, Louis Schneider; first vice president, J. Walter Weitz; second vice president, W. E. Dodge; secretary, Wesley J. Seftor, and treasurer, C. H. Lisch.

### Chicago Club Selects Officials.

The following officers have been elected by the Saddle and Cycle Club of Chicago: President, John S. Runnels; vice president, Victor Elting; secretary, Potter Palmer; treasurer, Orville C. Babcock. The old board of directors were re-elected.

# IF YOU ARE interested in Motor- cycles the 1906 Catalogue OF INDIANS



should interest you and assist you in reaching a decision. . . .

Among other things, it shows you how the purchase of one INDIAN practically places six vehicles at your disposal.

A postal card request will bring a copy. . .

**HENDEE MFG. CO..**  
Springfield, Mass.





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SUITS ALL RIDERS, AND EVERY **HUDSON RIDER** IS AN ENTHUSIASTIC ADVERTISEMENT

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Model 303.....	\$50.00
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" 306.....	\$40.00
" 307.....	\$40.00
" 308.....	\$35.00
" 309.....	\$35.00
" 310.....	\$30.00
" 311.....	\$30.00
" 312.....	\$25.00
" 313.....	\$25.00



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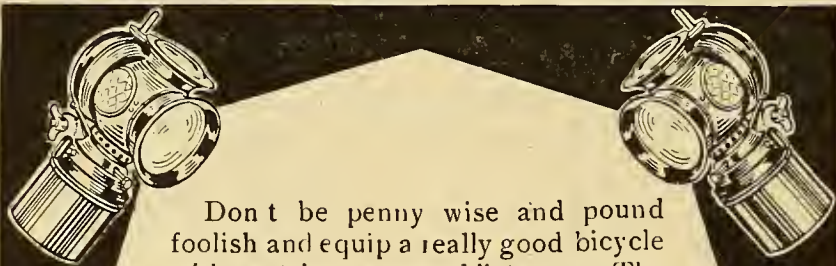
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WILL MEET YOU AT THE CHICAGO AUTO SHOW

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Don't be penny wise and pound foolish and equip a really good bicycle with a "just as good" lamp. The "night eye" is the most important part of the equipment of your bicycle. Moral: Use

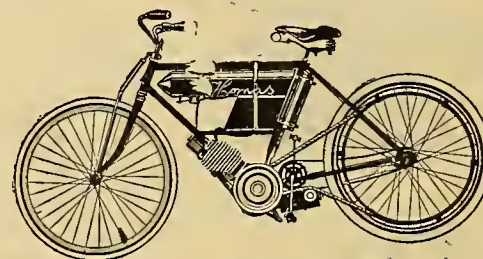
## SOLAR LAMPS.

Remember that the system of generation used in the Solar Lamps is the only practical one and results in the Lamp that shows the way.

Our complete catalogue will tell you all about the different patterns and prices. Yours for the asking.

**BADGER BRASS MFG. CO.**  
KENOSHA, WIS.

NEW YORK OFFICE, 11 Warren St.



No. 44.

PRICE, \$145.00

## THOMAS FEATURES

Patent truss spring forks **non-stretchable** belt.

Perfect oiler can be **operated while riding.**

Lowest priced **HIGH-GRADE** machine on the market.

AGENTS WANTED.

**THE THOMAS AUTO BI-CO.,**  
1443 Niagara St., Buffalo, N. Y.



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## and MOTORCYCLE REVIEW

In which is incorporated "THE WHEEL" (New York) and the "AMERICAN CYCLIST" (Hartford)

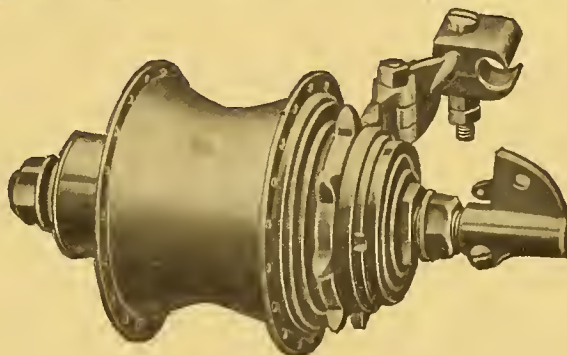
Vol. LII  
No 19

New York, N. Y., Saturday, February 3, 1906.

\$2.00 a Year  
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## STANDARD Two-Speed Coaster Brake.

Each operation  
independent  
of the other.



Applicable to  
any chain bicycle,  
old or new

It helped the Business and the Rider  
mightily in 1905. It will help them  
even more in 1906.

Specify it in your 1906 orders.

If you are not fully informed regarding it, write us.

### THE STANDARD COMPANY,

Makers also of Diamond E Spokes, Standard Pedals and Star and Sager Toe Clips,  
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# HARTFORD TIRES

THE FAMILIAR NAME  
AND TRADE MARK



## ALWAYS GOOD



### THE HARTFORD RUBBER WORKS CO.,

Hartford, Conn.



DEFENDER  
SPECIAL



NEW  
OXFORD

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Not  
the  
“Whole Thing”  
but  
Emphatically  
the  
“Real Thing”  
            
Try 'em

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KOKOMO RUBBER COMPANY  
KOKOMO, IND.



THE 1906 CATALOGUE  
OF  
**PIERCE BICYCLES**  
IS  
**NOW READY.**

If you are interested in bicycles of quality that "help the game,"  
the catalogue should interest you.

THE GEORGE N. PIERCE CO., = Buffalo, N. Y.

**KELLY COMFORT**

coup'ed with

**KELLY QUALITY**

made the

**Kelly**

**Adjustable Handle Bars**

the

**STANDARD OF THE WORLD**

A position which time and use and the survival-of-the-fittest  
process have but served to make more secure.

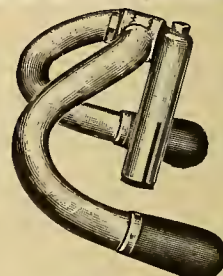
**KELLY BARS AFFORD 25 DIFFERENT RIDING POSITIONS.**

Catalog and Quotations on Request.

**KELLY HANDLE BAR CO., - Cleveland, Ohio.**



Top View.



Side View.

**No. 3. 1 in. Stem.**  
18 inches wide 20 inches when level.



Top View.



Side View.

**New No. 4 Racing. 2 1/2 in. Forward Extension.**  
23 inches wide 25 inches when level.



Top View.



Side View.

**No. 5 California. 1 in. Forward Extension.**  
20 inches wide 22 inches when level.



1906

# Racycle Catalogs

NOW READY

Want one for your Desk ?

It's like a revolver—when you want it you will need it quickly.

Yours for the asking. Write to-day.

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THE MIAMI CYCLE & MFG. CO.,

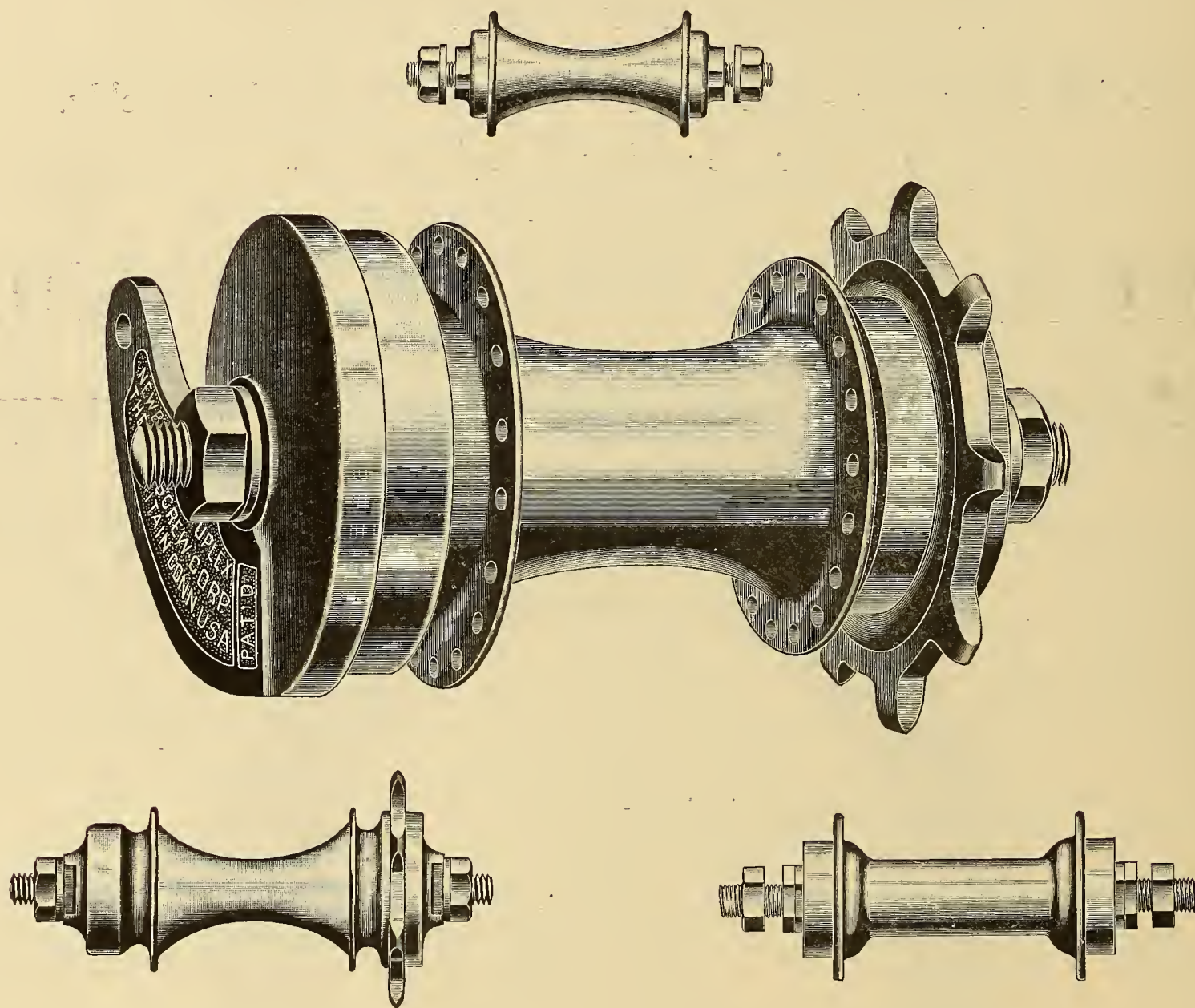
MIDDLETOWN, OHIO.





# THE CORBIN

The coaster brake of last year,  
of the year before, the year before  
that and of the years to come.



FRONT HUBS TO MATCH.

---

CORBIN SCREW CORPORATION, New Britain, Conn.



# The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LII.

New York, U. S. A., Saturday, February 3, 1906

No. 19

## COAST DEALERS ORGANIZE

**Get Together at San Jose, Form Association and Choose Officers.**

Although the California Cycle Board of Trade, once a very powerful and well-knit organization, has existed only nominally during the past two years, those dealers who felt its good effects and who believe in organization, got together in San Jose on January 22-23, and formed the Northern California Retail Bicycle Dealers' Association.

These were the officers elected: President, Joseph A. Desimone of San Jose; vice-president, Joseph Holle of San Francisco; secretary, J. A. Benson of San Jose; assistant secretary, A. C. Banta, of San Jose; treasurer, E. A. Donahoo of Fresno. The organization will hold its next annual meeting in Fresno.

The Santa Clara County Cycle Board of Trade, which formed a part of the old State organization, was the nucleus of the new association and acted as the host on the occasion, a theatre party and a banquet being tendered the visiting dealers.

## Few Motorcycles in Chicago.

But two of the Western motorcycle manufacturers are included in the list of exhibitors at the Chicago Automobile Show, which opens to-night. They are the Consolidated Mfg. Co., with the Yale-California and the Aurora Automatic Machinery Co., with the Thor motor and fittings. The Hendee Mfg. Co., with the Indian and the Reading Standard Cycle Mfg. Co., with the Thoroughbred, are the only other exhibitors displaying motorcycles.

## Armac Doubles its Facilities.

The Armac Motor Co., Chicago, have acquired and taken over the entire plant of the McMullin Motive Power Co., which formerly built automobile engines and are using the entire complement of machinery, which occupies a floor, 96½x16' feet, in making Armac motors exclusively. The plant is fully equipped with the latest machinery for such work and gives the Armac people two entire floors at 472 Carroll avenue. The first floor will be devoted entirely to the

production of motors and will have a capacity of 15 complete motors per day. On the second floor will be done the frame making, enameling, nickleplating and assembling; a wing off this floor will be used for making and upholstering sidecar seats and attachments.

In conveying this information, President Keller, of the Armac Motor Co., adds: "Orders are pouring in fully two months earlier than last season and we were compelled to enlarge to be able to take care of the trade; to do so we are already working both plants night and day. The 1906 season promises to be the banner year in the motorcycle line."

## Red Flag for Hall.

The E. H. Hall Co., the Rochester, N. Y., jobbers are not only down, but out. The bankruptcy proceedings proved them to be so deeply involved and so hopelessly in debt that there was no chance of recovery. Accordingly the court has ordered the business sold and it will be disposed of at public auction on February 13th, at 10 o'clock a. m., if no private tenders are accepted meanwhile. The stock of sundries on hand is estimated to be worth \$15,000. The Hall mailing list, containing the addresses of 14,000 dealers and long reputed to be the most complete of the sort in the country, is among the assets that will be disposed of.

## Healthful Condition in Northwest.

Ballou & Wright, of Portland, Oregon, who have the Northwestern agency for the National bicycles and who are also distributors for supplies in Oregon, Washington, Idaho, Montana and Alaska, report that their travelers are sending in more and larger orders for spring delivery this year than ever before. Last week they received a carload of bicycles and will be obliged to duplicate the order within a week to keep up with the demand.

## Death of Southern Dealer.

R. Goodman, senior member of the Goodman Cycle Co., of Union, S. C., died at his home in that place on the 20th ult., after a long illness. The business will be continued by his son, E. F. Goodman, who has been active partner for some time.

## WOMEN WIN BOTH PRIZES

**"Because" Which Brought them Awards—  
Forty-nine Other "Reasons."**

Women were always good at "becauseing." It is not so strange therefore that two of the three cash prizes offered by the National Cycle Trade Association for the best reasons why bicycles should be ridden should have been won by women.

In the judgment of the "Campaign" committee the very best of the many reasons submitted was that presented by Miss Alice Lund Kirby, of Bloomfield, N. J. Miss Kirby's "because," which earned her \$50, was as follows:

"The bicycle has never been and can never be replaced. It occupies a unique and secure place in the world of hygienics, sports and utilities."

The \$25 prize was awarded to Mrs. I. M. Mason, of Chicago, who gave as the best reason for riding a bicycle that "It produces red blood, bright eyes, sound sleep and a quick brain, necessities for enjoyment of life and success."

Mere man in the person of W. K. Thomas, advertising manager of the Miami Cycle and Mfg. Co., Middletown, Ohio, took the third plum, \$10, with this reason: "It is the cheapest method of self-transportation ever invented."

Prizes of \$1 each were also awarded for the following "reasons:"

4. It is healthy.
5. It is delightful.
6. It is a pleasure.
7. It will cure the "blues."
8. It will prolong your life.
9. It will save doctor's bills.
10. It will save your car-fare.
11. It is always ready for use.
12. It will clear your brain of cobwebs.
13. It suggests good roads, which farmers particularly need.
14. It is a labor-saver.
15. It is your friend in need.
16. It is the poor man's horse.
17. It keeps you outdoors and acts as a tonic.
18. It is healthful, pleasurable, economical and useful.



- 19. No other exercise so completely combines business and pleasure.
- 20. It can be enjoyed alone or in company.
- 21. It enables you to enjoy beautiful scenery.
- 22. It won't run away, eats neither hay nor grain and needs no whipping.
- 23. It widens your horizon.
- 24. It is the 20th Century Centaur.
- 25. It declares dividends in restored vigor.
- 26. It combines economy and healthful recreation.
- 27. It provides a savory mixture of business and pleasure.
- 28. It saves time.
- 29. It costs less per mile than any other conveyance.
- 30. It will cure insomnia.
- 31. It is coming back into style.
- 32. Its good effects are positive—not imaginary.
- 33. It prolongs happy life.
- 34. It aids digestion.
- 35. You are independent of electrics, steam roads or horses.
- 36. You can live in the suburbs and save rent.
- 37. You can go home at noon to lunch.
- 38. It is a good investment.
- 39. It is invaluable in emergencies.
- 40. It costs little to buy and less to keep.
- 41. It is your companion in pleasure.
- 42. It saves shoes and shoe leather.
- 43. It makes the fat thin.
- 44. It makes the thin fat.
- 45. It bottles your energy.
- 46. It will stand without hitching.
- 47. It will increase your appetite.
- 48. It is the best out-door exercise.
- 49. It keeps off rheumatism.

**Now for Bicycle Flying Machines.**

By the way of England comes the story that John P. Holland, the inventor of a successful type of submarine boat, has turned his attention to the upper regions and out of the same store of ingenuity that evolved the underwater machine adopted by the American Navy, created a bicycle flying machine. It is said to consist of four silk wings, 20 inches long and 18 inches wide at the tips. It is worked by "foot pedals," though hand pedals would be quite a novelty, and is claimed by the inventor to be capable of a speed of 40 miles an hour. This, it is added, is within the capacity of the average man, while it is further stated that the same amount of energy that is required to walk three miles an hour will with this new wonder make it possible to "air cycle" at the rate of fifteen miles an hour.

**Allen Opens in El Paso.**

R. E. Allen is establishing a general sporting goods store in El Paso, Texas. Bicycles will be included in his stock.

**YEAR'S EXPORT LOSS, \$301,234**  
**Figures for Twelve Months "to the bad," as Usual—Japan Still Biggest Buyer.**

There is some poor consolation to be found in the year's showing of bicycle exports in that the loss is not as great as the loss of the year before, the total of \$1,320,496 for the twelve-month just ended showing a decrease of but \$301,324 when compared with 1904, as against a loss of very close to half a million between the latter year and its predecessor, 1903.

"Other Europe" exhibits a marked increase in its jump from \$153,849 to \$193,706, which is in excess of its showing of \$185,764 for 1903—a particularly good year, while British North America is still in the ascendant as a taker of the American bicycle, and Mexico shows a gain of fully fifty per cent., or from \$44,203 to \$64,841. Cuba, with a gain of about 20 per cent., amounting to \$6,000 in round numbers, and the Philippines, showing an increase of slightly over \$5,000, which represents close to 100 per cent gain, are factors that have aided in offsetting loss in other quarters.

Japan's taking show the effect of a reaction to a certain extent also in that they are proportionately larger than was to have been anticipated from the losses of 1904, and the same may be said of others such as Other South America, Argentina and the Chinese Empire and France, the last named not suffering a decrease of more than 8 per cent. When on top of this it is considered that December shows an increase of fully 10 per cent. over the same month last year—but the second instance in which any monthly increase has been apparent during 1905, it may be said that on the whole, prospects in this direction are brighter.

The report in detail is as follows:

Exported to—	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
United Kingdom .....	18,325	14,655	241,963	251,075	200,806
Belgium .....	5,657	3,232	50,940	55,419	25,891
France .....	1,563	7,817	105,543	77,836	72,121
Germany .....	4,735	3,700	134,355	110,905	57,890
Italy .....	603	3,747	57,423	35,980	24,863
Netherlands .....	2,904	7,230	113,148	79,310	48,937
Other Europe .....	2,312	22,592	185,764	153,849	193,706
British North America .....	1,384	2,553	159,507	112,443	113,838
Central American States and					
British Honduras .....	242	707	2,848	4,376	5,633
Mexico .....	3,532	4,921	54,137	44,203	64,841
Cuba .....	2,257	3,219	17,199	33,838	39,679
Other West Indies & Bermuda.	3,332	2,037	33,892	33,404	25,527
Argentina .....		2,600	12,118	19,321	15,510
Brazil .....	1,434	397	9,225	13,284	6,253
Colombia .....	356	407	797	5,363	3,347
Venezuela .....	76	111	535	408	809
Other South America .....	1,367	1,121	18,865	14,433	13,369
Chinese Empire .....	528	630	20,193	12,336	7,691
British East Indies .....	640	821	26,649	16,961	9,388
Hongkong .....	216	80	8,475	3,761	1,493
Japan .....	25,805	11,301	409,182	333,885	263,552
British Australasia .....	20,711	15,678	333,805	172,468	95,721
Philippine Islands .....	256	35	26,362	6,220	11,312
Other Asia and Oceania .....	2,505	541	24,605	19,545	15,264
British Africa .....	263	48	43,384	6,240	1,681
All other Africa .....	141		8,115	4,869	1,369
Other countries .....			63	88	
Total.....	101,144	110,180	2,099,092	1,621,820	1,320,426

**Are American Bicycles Undervalued?**

In the Australian House of Representatives there was some interesting questioning of the Government last month on the question of the duty paid by American bicycles imported to Australia. Sir William Lyne said that confidential information had been given to the Government that the invoice price and cost of these bicycles was greatly more than had been represented—namely, \$25, on which price duty has been paid.

It was asserted, as cause for the questioning, where ad valorem duties are charged, as in Australia, these duties fall much more heavily upon the British cycle manufacturer than upon those of other countries, because the values of English machines are known and cannot be under-declared, but Continental and American bicycles, being often of any value that the seller cares to ask, are invariably customs-invoiced at low prices, and so get off much more lightly in the matter of duty.

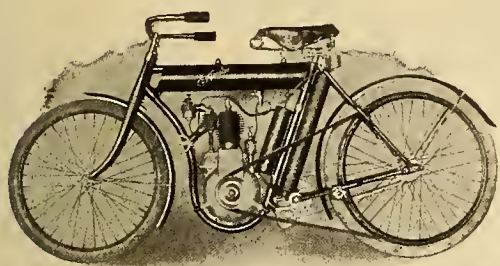
**England's Export Increase \$1,000,000.**

That the foreign demand is not for parts rather than for complete bicycles is strikingly illustrated by England's export returns for the year 1905. The year's business reached the boomlike total of \$4,727,000, in round figures, of which more than half, or \$3,190,000 was represented by shipments of parts. Without respect to motorcycles the Kingdom's exports and imports for the twelve months were as follows:

Exports—1905.		Imports—1905.	
Cycles.....	£307,189	Cycles.....	£13,617
Parts.....	638,189	Parts.....	116,671
Total.....	£945,490	Total.....	£130,288
Increase on		Increase on	
1904.....	£205,519	1904.....	£47,504
Number of cycles exported..		47,604	
Number of cycles imported..		2,345	



THE



ARMAC

STANDARD OF  
AMERICAN MADE  
MOTOR CYCLES

NOT

a Racing or Record Making  
Machine, But Designed  
and Built for All  
Around, Every Day  
Practical Purposes

**3 H. P.** actual brake test, giving ample power at low speed of motor to take side car and second rider over average roads and grades with a reserve of fully  $1\frac{3}{4}$  H. P. to be applied as needed on rough roads or steep grades.

MOTOR is not a part of frame construction, but is placed in an upright position, low down in loop frame, below the center of gravity, giving a perfectly balanced, easy riding machine.

YOUR CHOICE of a direct chain drive with the new

BROWN YIELDING GEAR or  
the IMPORTED BELT.

You can make the change from chain to belt drive (or vice versa) in five minutes' time and at a

TRIFLING EXPENSE.

Low frame with tank built in frame construction, Bowden Wire Grip Control, gasoline and oil needle valves on top of tank in easy reach while riding; improved motor and other up-to-date improvements, all described in our 1906 Catalogue, now ready.

**ARMAC MOTOR CYCLES**

For Business Purposes.

**SIDE CARS**

For Pleasure and Touring Purposes.

BOX Delivery Attachments for commercial use.

ARMAC Machines are fully guaranteed and will do your work Every Day in the Year.

Liberal Agents' Terms.

Are you on our mailing list?

**ARMAC MOTOR CO.**

472 Carroll Avenue - CHICAGO, ILL.

**Skater Beats the Bicyclist.**

Over 1,000 people saw "Patsy" Keegan, Lowell's representative bicycle rider, go down to defeat at Lawrence, Mass., Wednesday night, before Thomas McDermott, New England's champion amateur skater. McDermott used skates, while the six-day rider rode a bicycle around the rink. The distance was five miles, the skater winning out by half a lap. Tonight, (Saturday), at Boston, Keegan will ride the same kind of a race against Fred White.

"Motorcycles: How to Manage Them." Price, 50c. The Bicycling World Co., 154 Nassau Street, New York.

## SALE OF Bicycle Business

The business of E. H. Hall Company, Inc., of Rochester, New York, dealers in bicycle supplies is to be sold at auction by James G. Greene, Trustee in Bankruptcy, at 59 Exchange Street, Rochester, New York, on the 13th day of February, 1906, at 10 o'clock.

The sale will include the entire stock of merchandise on hand, said to have cost about \$15,000, together with the furniture, fixtures and tools, seven American and foreign mud guard patents and one card index prepared at very considerable expense and containing the names of 14,000 dealers in bicycle sundries.

The Hall Company has done a large and successful business for a number of years. An inventory of all the assets to be sold, which consist principally of bicycle sundries, is on file at the office of the trustee in bankruptcy, 513 German Insurance Building, Rochester, New York, and subject to examination at any time.

Private bids for the purchase of said assets and the good will of the business will be received at any time prior to the sale.

For further information address

**JAMES G. GREENE,**

Trustee in Bankruptcy,

513 German Insurance Building,

or

**ADLER & ADLER, Attorneys for Trustee**

1008-1010 Granite Building,

ROCHESTER, NEW YORK.

# IF YOU ARE interested in Motor- cycles the 1906 Catalogue OF INDIANS



should interest you and assist you  
in reaching a decision. . . . .

Among other things, it shows  
you how the purchase of one  
INDIAN practically places six  
vehicles at your disposal.

A postal card request  
will bring a copy. . . . .

**HENDEE MFG. CO.,**  
Springfield, Mass.



# IT'S TIME TO GET IN LINE

for the

# National Agency for 1906

It is one of the most valuable assets in the cycle trade to the dealer who knows how to make the most of a bicycle bristling with exclusive features of well proved merit.

---

**NATIONAL CYCLE MFG. COMPANY, Bay City, Mich.**

**Comfort  
Resiliency**

and 45 per cent. Saving in Tire Maintenance are the essentials of the ever reliable

## Fisk Bicycle or Motorcycle Tires

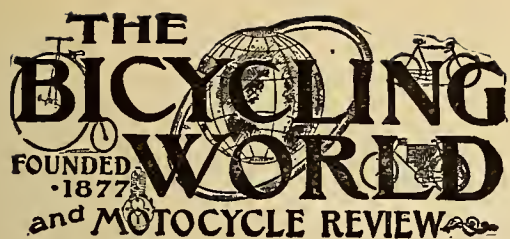
Like all Fisk products, they have a Quality and a Construction that is exclusive—real merit—through and through—that makes their distinct superiority apparent.

**WILL OUT-LAST TWO OR THREE OF OTHER MAKES**

---

**THE FISK RUBBER CO., Chicopee Falls, Mass.**





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 154 Nassau Street,  
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 TELEPHONE, 2652 JOHN.

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 Invariably in Advance.

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General Agents: The American News Co., New York City, and its branches.

Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should  
 Address us at P. O. Box 649.

NEW YORK, FEBRUARY 3, 1906.

"Enclosed find renewal of our subscription for the ensuing year. We cannot get along without the Bicycling World's staunch support of the bicycle game."—Casino Cycle and Supply Co., Cleveland, Ohio.

#### Again those Export Tables.

At about this time of each year, the man keenly bound up in the interests and well-being of the American cycle trade, suffers a pang. It is then that the export statistics for the previous twelve-month make their annual appearance.

Those relating to the year 1905 are printed in another column. As has been the case during recent years, the figures are not of the sort that promote jubilation. They simply record the usual shrinkage, which if not so great as the loss during the previous year, is, nevertheless, substantial.

It is customary also to point to the export records of either England or Germany or both. The latter are not yet available, but the former are in evidence elsewhere in this issue. They show that England's foreign trade in cycle goods during 1905 reached near the \$5,000,000 mark, an increase of more than one million, which latter is but little less than America's entire total.

It is a rather remarkable state of affairs and one that reflects no credit on the mooted American aggressiveness. Instead it implies either neglected opportunities or an inability to cope with the other producers of the world. Have the American manufacturers ever faced the mirror squarely in the effort to discover what is the matter with themselves? For surely something is the matter when our foreign trade goes down, down, down, while the business of other countries consistently goes in the other direction.

#### No Longer a "Burning Question."

The recent promulgation by a British maker of prominence of a four years' guarantee on the metal parts of his bicycle, recalls to what utter insignificance that once burning question has sunk in this country. Guarantees duly appear in all catalogues, the dealer formally remarks the fact to prospective purchasers and that is about all there is to it.

Of late years it has been the practice of practically all American manufacturers to "make good" any obviously defective part regardless of whether it is returned to him two months or two years after the sale of the machine affected. Rarely are there questions asked when the defect "speaks for itself" and rarely do disputes arise. All parties to a sale appear to thoroughly understand the situation, which has come about so naturally that, considering the great friction over guarantees that once existed, it is remarkable to say the least.

Nowadays the purchaser does not ask unreasonable service of the dealer nor does the dealer expect it of the manufacturer. Such friction as does arise is usually generated by the cheap machine. The high-grade bicycle seldom leads to dispute. The guarantee account on such goods is now insignificant. If anything is wrong, the maker is glad to make it right if he be shown that the fault rests with him—the very practice that prevails in all other lines of industry. The dealer, on his part, realizes that good will is a valuable if intangible asset and that is therefore a part of his business to "take care" of his customers. But this no longer implies tall repairs for nothing and then wrangling with the manufacturer over it.

Of the guarantee, it may well be said that it now exists chiefly in substantiation of that happy observation, "While little minds discuss, great questions solve themselves."

#### About Multicylinder Motorcycles.

Despite some objurgations, the motor-bicycle is most assuredly trending toward its ideal form. Yearly there appear modifications which make for its improvement, and the very fewness of the changes, may be taken as an indication of the survival of the fittest, and the approach of the sensibly perfect machine. At the present time, the rate of change from year to year, is comparatively slow, and the changes themselves are often of seeming insignificance. Hence it would appear that the motor bicycle of the future in its abiding form will be not unlike that of to-day in general construction, and that its difference from its relative of the present will be in point of refinement, and in flexibility of control chiefly.

There is one point, however, which is somewhat in doubt just now, more particularly abroad than here, and which is open to considerable argument on each side. The earlier types of machine were fitted with but a single cylinder, and in the course of time, the craze for "big" power, and the ferment which demands difference between what is new this year and what was new last, has introduced the subject of the multi-cylinder machine. Two-cylinder motors have found not a few advocates, and are used to a considerable and increasing extent. Four-cylinder machines have been built for a couple of years in Germany, and are still being built and somewhat used there; for what fool purpose is not wholly clear.

The question of multi-cylinder construction must not be considered one of power alone, but rather one of ease of control and smoothness of action. It has been proved beyond a doubt that a single cylinder can be made to yield sufficient power for all practical purposes, and that, too, without being in any way clumsy or disproportionate to the machine in which it is mounted. What may be termed the infrequency of the impulses of the single cylinder motor, however, in contrast to the greater frequency of other types, militates against it to a certain extent, and opens the question of the advantages of doubling or trebling or even quadrupling the number of units in order to similarly effect the evenness of the driving effort at the wheel.

Simplicity may be said to have first call on the attention of the motorcycle designer—and the last call, too. The essential quality of the motorcycle is its adaptation of the convenience and utility of the automobile to the elegant simplicity of the



bicycle, and without recognising this supreme factor, in its true colors, the main point is missed. Quadrupling the number of cylinders, involves the use of eight valves instead of two, four spark-plugs instead of one, so on, and in short means a quadrupling of a liability to expense and mishap, despite the undeniable argument that each of the several cylinders is less likely to fail than one when given the full burden of the load. It is a distinct diversion from the highroad which leads to the goal of simplicity.

On the other hand, by the same token, quadrupling the number of elements on the motor involves the quadrupling of the number of impulses per revolution of the driving wheel, and by the same token, quartering the variation in the pull on the driving gear. It is like riding a bicycle with one foot on the pedals, or two, or four, and the advantages gained are in just the same proportion. And there is the conflict. Manifestly, from one standpoint, the fewer the number of cylinders, the better, and from the other, the greater the number, the better, and the obvious difficulty is that of effecting a compromise between the two.

By a strange coincidence, the construction of the two-cylinder type of motor adapts itself quite readily to the formation of the cycle frame, each of the cylinders lying along one of the frame members, when the V type is used, and its use necessitating no very material alteration in the structure as it has been evolved in cycle construction. The two-cylinder type, too, involves no great amount of complication when viewed in the light of the four-cylinder engine and its use has demonstrated beyond a doubt that each of the two is less likely to get into difficulties than a single one would when given the same amount of work. Hence, it would seem that if more than one cylinder is to be considered essential, the twin motor is most emphatically the thing, the triple and quadruple types being out of the question, yet it is by no means certain that the single-cylinder type is not sufficient to the purpose. However, that may be, whether either of the two will come to be generally recognized as greatly superior to the other, or whether each will find a sphere of usefulness in certain classes of service, and neither be thrown out altogether, time alone can tell. But at all events, the types involving the use of more than two cylinders may be considered as freakish and outre for use in motorcycle work.

### ONE MORE FOUR-CYLINDER

#### Features of the Durkopp Machine—Big Motor With Small Power.

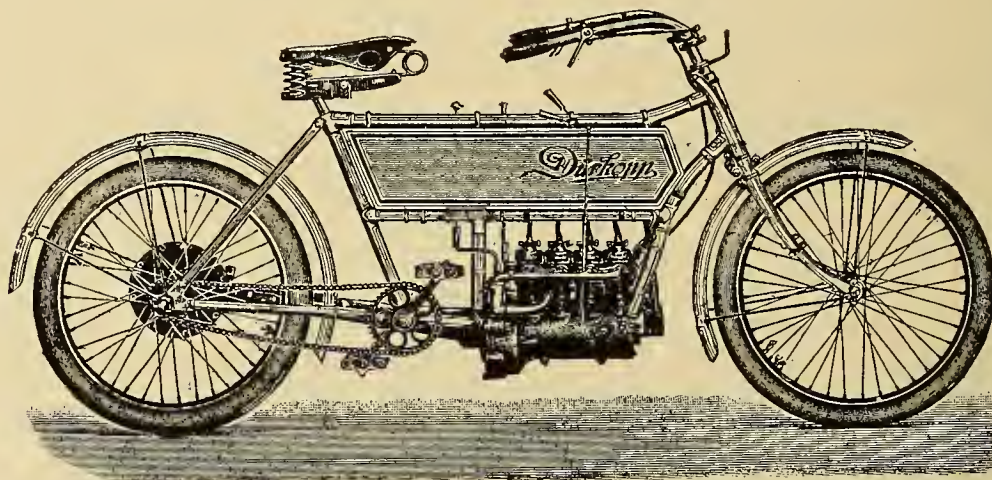
Although there seems to be no overpowering demand for four-cylinder motorcycles, the Germans appear to be trying to cultivate a demand, the Durkopp, here shown, being one of the later and more advanced machines of that type. In this unusual machine, the cylinders are arranged vertically and in line with the frame, and are mounted on an aluminum crank case. The driving mechanism consists of a single shaft which is practically a continuation of

monly found in others of its type, and seems to be more nearly an adaptation of the four-cylinder power plant to the two-wheel mounting, than the design of a simple and compact motor for the unique demands of the motorcycle.

#### Senator Jackson, of New Jersey; His Bill.

Senator Jackson, of Middlesex County, evidently is envious of the notoriety achieved by Senator Freylinghuysen of Somerset; on Monday last he introduced a little motor vehicle bill of his own into the New Jersey legislature.

Naturally motorcycles are affected by its provisions—it would not be a typical Sharp Back State legislation were they not With



the crank shaft, which is equipped with universal joints and acts on the rear wheel through bevel gears, as in the popular type of chainless bicycle used in this country. The cylinders are air-cooled, and the gas is supplied from a single carburetter.

Ignition is accomplished by means of a magneto—a practice which has found more favor on the other side of the Atlantic than here—a distinct novelty in its use being its location within the crank case where it is entirely protected. This feature is especially commendable in that the delicate parts of the mechanism are protected not alone from the dust and dirt of the road, but from any liability to short circuiting from the splashing of water. The advantages of this are especially appreciable to users who are touring through rough country and are forced to drive through fords at times and to go on irrespective of weather conditions.

Another point in which this motor embodies a departure from current practice is in the use of variable lift inlet valves for governing the power, the throttling of the charge being very nicely controlled by this means. The rated output is given as four and a half horse-power, but by virtue of the number of cylinders, this can be graduated down to a low point thus giving the machine a considerably greater speed range than is commonly achieved by motorcycle builders.

In a word, the construction of the affair embodies more of the features which are peculiar to the automobile than are com-

few exceptions it is almost identical with the present statute and it is thought the proposed measure was introduced to forestall the iniquitous Freylinghuysen bill. Senator Jackson's measure limits the age of riders to eighteen years or over; limits speed to 20 miles per hour, provides for lights at night, numbers in front and rear; arrests without warrants and provides for generous fines and pleasant incarceration.

#### Champion Kramer as a Referee.

National Champion Frank L. Kramer essayed in a new role Wednesday night of this week when he refereed the home trainer races of the Bay View Wheelmen at Newark, N. J., the occasion being that club's annual entertainment.

The races were not as successful as they would have been had the original program been carried out. The National Turnverein Wheelmen, with whom the Bay Views were to have ridden a few match races, called it off at the last minute because their riders had not trained enough and were afraid of getting trounced. To fill in the program, Julius Husse and Captain Jack Wuenseth, two of the Bay View Wheelmen's road riders, filled in the program by riding a match race at five miles. It was a spirited contest in which Husse finally won out in 6:21½. Following this event Edward Rupprecht, of the New York Athletic Club team, rode a five-mile exhibition. His time was 6 minutes 37½ seconds.



## CLIMBING CORKSCREW STYLE

Figures that Show that the Practice is not all it Seems to be.

Whether or not there is anything in the theory of "corkscrewing" a hill, as applied to the two-wheeled cycle, that is of diminishing the effort required in climbing a hill by riding it in a series of zig-zags from one side to the other of the road, is largely a matter of conjecture.

Cyclists vary considerably in their riding methods and as considerably in convenience and comfort. It is all according to a person's nature. While it would fatigue some to a greater degree to have to take every rise steadily than to be permitted to go at it with a rush, others would quickly become exhausted by an uneven effort of this kind, and prefer to plug away at the same deadly slow pace that they maintain on the level. Such riders as the latter might find relief in "zig-zagging" a steep hill, but it is to be wondered if the relief afforded is not very largely imaginary.

Teamsters take their teams zig-zag up steep hills as much for the relief secured by the sprag action of the lower wheels of the wagon as from any reduction in the gradient secured. This spragation, as it may be termed, is equal in some extent to the relief given to the horse's shoulder by blocking the vehicle's wheels to prevent them going backward against the animal. Naturally, the more "zig-zagging" the course up a steep grade, the more spragging relief is secured for the horse. With a bicycle, however, the diminution in the gradient secured for the cyclist by this method of surmounting a hill is considerably less than is possible for the animal, as the former is governed by the necessity to preserve his equilibrium and to maintain way on his machine. If skillful, he might be able to manage the former, no matter how sharp or acute he had made his reverse swings, but the greater the deviation from the straight line in this way made necessary for "corkscrewing" purposes, the more would his pace be killed—so that, to paraphrase the parlance of the dressing-room, what he made on the straight he would lose on the turns.

Then, too, the camber, or arched tontour of the road surface, has to be taken into consideration, for it adds to the gradient on every "curleycue," notwithstanding it subtracts from it also. This camber is intended for drainage purposes, and it is very distinct in the better constructed hilly roads, to prevent the rains from washing the surface into small gulleys or cameveaux, as they are termed in France. It is an accepted fact that a cyclist, in "zig-zagging" a hill has to overcome the gradient of the crown once on every "tack" in addition to the actual grade of the hill and it would seem to

all reasonably sane persons that the additional tax on the rider's energy discounts all the supposed advantage secured in reducing the grade by such methods.

For a hypothetical example, suppose a rider climbing an 18-foot wide road that has a gradient of 1 in 15. This would give him approximately a width of 15 feet available for cross-cut riding. Assume the crown to be about 9 inches. If the cyclist crossed the road once in every five yards of its length he would be riding nearly 21 feet to do so and he would have reduced the gradient from 1 in 15 to 1 in 21, but he would on an ordinary hill, have increased its length more than one-half. This 9 inches of crown must be considered, however. In tacking across the road the rider both has to go up and down. Suppose the distance of the "tack" 21 feet. Then in the first 10½ feet the rider would be climbing a grade equal to about 1 in 12½ feet—an increase of 20 per cent. on the natural rise. The last ten and a half feet he is riding down grade equivalent to a fall of 1 in 42 feet, and at the end of it he has to turn back at an angle of 22½ degrees to again attack the recurring and added gradients, equal to 1 in 12½ feet. The effect of this can readily be seen. And for the fellow weaker than his brother, for it seems that such would be the only kind to think of taking a hill in this fashion, it would appear that the process of "corkscrewing" a hill is more laborious than restful.

Almost every rider has a certain amount of moral courage and it quickly crops out when confronted by a stiff proposition in the shape of an apparently unsurmountable hill. While walking may be, and it generally is conceded to be a dignified mode of locomotion, still cyclists as a rule will agree that it looks very undignified for one of the class to be seen walking up a hill and pushing his mount beside him. A cyclist will not naturally wobble until his physical powers are beginning to be overtaxed and it is remarkable how instantaneously heavy the work becomes once wobbling sets in. Therefore it is quite within reason to suppose that a cyclist will exert less energy by attacking the hill straightaway than by peregrinating aimlessly over its surface.

## Racers Object to Windshields.

Radical reforms are expected in the motorpaced game on the other side before the season begins in earnest. Darioli, Franz Hoffman, Simar, Contenet and Lorgeu have put their names to a document endorsing the petition of prominent German and Dutch pace-followers to abolish windshields and introduce other much needed reforms.

## Americans Lose in Sydney.

Iver Lawson, Floyd McFarland and Walter Rutt were unplaced in the big five-mile scratch race at Sydney, Australia, Thursday, 11th ult. It was won by Henri Mayer, the German crack, with Farley, the Australian, a second by a few inches.

## MAYO WINS MILEAGE MEDAL

Easterner Gets C. R. C. A.'s Chief Award—Chicago Colonel in Second Place.

At last has the report of the century and mileage competition of the Century Road Club Association for the year 1905 made its appearance. It shows that H. T. Mayo, of the Eastern Division, heads the list both in the number of centuries and miles ridden. During the year he rode 50 centuries and 10,115 miles, bringing his percentage up to the high-water mark of 15,115 points. Colonel M. W. Lyman, Western Division, is second in the list with 19 centuries, 8,619 miles and 10,519 points.

Ed. States, who is third in the national competition, also won the prize in the Long Island competition, having ridden 43 centuries, 4,300 miles. His pointage is 8,600. Other riders who figure in the prize-money in the Long Island division, are as follows: Second, A. Lewin, 25 centuries, 5,230 miles, 7,730 points; third, J. A. Olsen, 27 centuries, 3,015 miles, 5,715 points.

In the Western division, Col. M. W. Lyman, although he got only 19 centuries, checked 8,619 miles and therefore wins the first medal for that division with 10,519 points. H. S. Thompson, who scored 8,591 points by riding 23 centuries and 6,291 miles comes in for second division award. Third place was taken by J. F. Breit, who rode 2 centuries and 3,725 miles, aggregating 3,925 points.

Following is given the record of the leaders in the national competition.

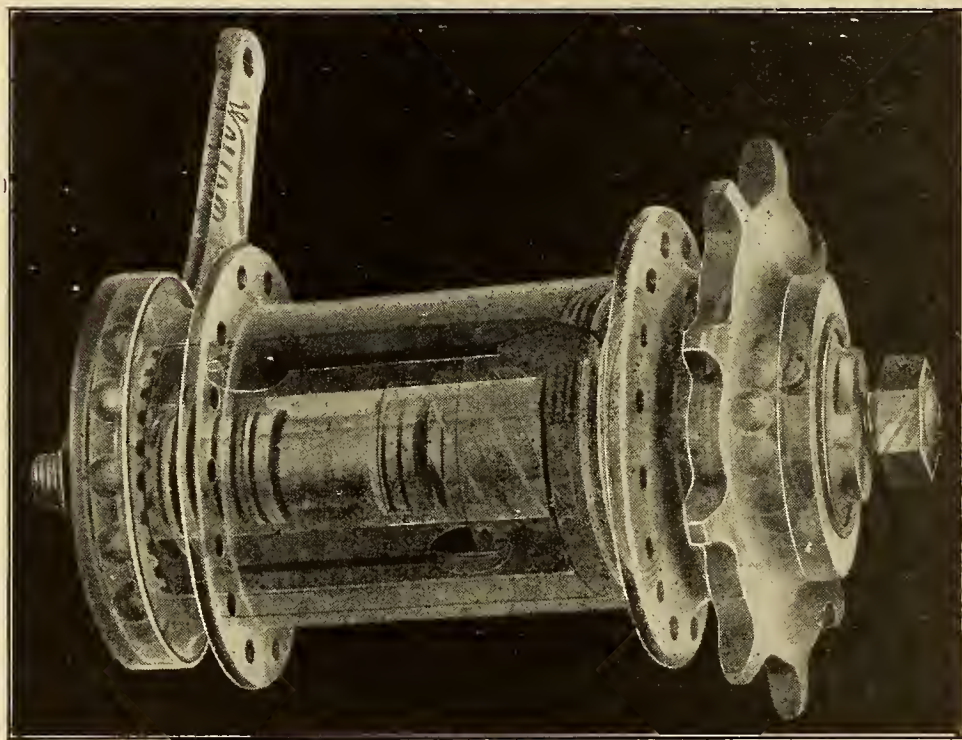
	Div.	Cent.	Miles.	Points.
H. T. Mayo.....	E	50	10,115	15,115
Col. M. W. Lyman	W	19	8,619	10,519
Ed. States.....	L. I.	43	4,300	8,600
H. S. Thomson....	W	23	6,291	8,591
A. Lewin.....	L. I.	25	5,230	7,730
J. A. Olson.....	L. I.	27	3,015	5,715
Sol. Harrison.....	E	3	5,037	5,337
J. T. Paulsen....	L. I.	12	3,797	4,997
H. Gill.....	E	15	3,364	4,864
C. E. Burch.....	E	20	2,710	4,710
C. B. Ruch.....	E	16	2,530	4,130
J. F. Breit.....	W	2	3,725	3,925
F. S. Thomson....	W	9	3,014	3,914
M. S. Walters....	E	5	3,328	3,828
J. B. Hawkins....	E	5	3,293	3,793
Wm. Jehn.....	E	6	3,025	3,625
Fred Larsen.....	E	10	2,213	3,213
J. Cavanaugh....	E	4	2,748	3,148
Mrs. C. B. Ruch....	E	12	1,943	3,143
Geo. Sweet.....	E	15	1,500	3,000
Dr. J. B. Salter....	W	2	2,386	2,586
A. Klein.....	E	2	2,359	2,559
J. W. Johnston....	E	4	2,034	2,434
J. Castles.....	E	5	1,662	2,162
H. Heldman.....	E	10	1,000	2,000
Mrs. J. W. Johnston	E	3	1,509	1,809
Mrs. F. Larsen....	E	6	1,086	1,686
A. H. Minterman	L. I.	1	1,406	1,506
A. P. Falvey.....	E	1	1,204	1,304
C. Goldberger.....	E	0	1,068	1,068
M. Woodin.....	E	0	1,010	1,010
M. H. Underhill....	E	0	1,005	1,005
J. B. Underhill....	E	0	1,002	1,002
P. Wollenschlager	E	5	500	1,000
R. Friebe.....	E	5	500	1,000
F. Jacobs.....	E	5	500	1,000



# THEY ALL TELL THE SAME STORY

"I have applied the Morrow to  
to a goodly number of cycles and  
have yet to learn of a failure or  
of one that has not given perfect  
satisfaction."

T. H. MANN,  
Randolph, Mass.



Today  
is a good day to decide on the

## MORROW

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ECLIPSE MACHINE CO., - Elmira, N. Y.



## IMPROVING THE TIRE

### Suggestions Brought Out by a Prize Contest in which Prizes were not Awarded.

It is a comparatively easy thing to believe it possible to improve an article which has descended to the realm of common usage, and is constructed along certain well defined lines, but to specify the manner in which such modifications are to be made, or indeed, even to determine the precise mode of attack, is a totally different matter. This is particularly true when the article in question is one which is beset with a host of conflicting conditions which limit its structure and use in any such way as do those which hedge round the fabric of the pneumatic tire. And the truth of the truth, has just been brought home most forcibly to the promoters of one of these newspaper competitions of which the foreign journals are so fond.

More than a year ago "Cycling," England's pink and green exponent of the bicycle, announced the opening of a "Tire Idea." It was to be open to all the world and was to have for its motive, the improvement of the pneumatic bicycle tire either in form or in method of attachment. The price was \$500, and the lists were to be open for one year. The result appears to have been extremely disappointing, for not a single worthy claimant for the plum has appeared, and at the expiration of the period the journal has been forced to call in the stake, and declare a draw.

The announcement is made "with regret" that, as it mournfully puts it, "of the many hundreds of ideas sent in during the 12 months of the competition not a single one appears to have in it the germs of a simple and permanent improvement on the existing pneumatic tire. This result is unsatisfactory and disappointing," continues the plaint. "It was, perhaps, hardly to be hoped that where so many keen professional brains have failed—in the attempt to find an unpuncturable or a non-skidding pneumatic tire, or to devise an ideal method of attachment, detachment, and inflation—the efforts of amateurs would prevail. The great majority of the ideas submitted have, of course, had reference to the tire itself rather than to its attachment; and a comparatively large proportion of the competitors have so carelessly read the conditions as to submit spring tires, cushion tires, and other ideas which do not partake of the nature of a pneumatic tire, and were therefore ineligible to compete; but even among these ineligible tire ideas, the vast majority have been of the metal or leather band type—devices which have already been abundantly tried and (thought they all tend more or less to prevent puncture) condemned on the score of excessive weight or retardation of speed. A similar criticism applies to the numerous non skidding devices—metal chains,

studs, spikes, etc.; leather treads; cork treads; rubber projections, etc; some of them would undoubtedly render a tire fairly safe on greasy roads, but with a great loss of resiliency. Twin tubes; sectional tubes; pneumatic ball tires; solid ball tires, and other devices analogous to these, all have to be condemned on the ground that they have already been tried and found wanting; the undesirable element of complication which they introduce into what at present, in spite of its defects, is a delightfully simple form of tire, is not counterbalanced by any immunity from puncture or rapidity of repair. Turning to the department of more easily attachable and detachable tires, those competitors who have advocated covers laced or hooked on the tread, or at the side, seem to have quite overlooked the fact that such a method of attachment would offer a veritable trap for dust, grit, and wet, and that the inevitable state of these easily-get-at-table tubes would be one of continual puncture and premature rot; the present wired-on or beaded-edge cover has at least the merit of keeping the inner tube dry and free from the attacks of puncturing materials, except when they enter through the material of the cover itself; and the problem of retaining this security while facilitating removal and replacement has yet to be solved. No practicable suggestion for inflating the tire without the aid of the ordinary pump has been sent, nor any idea for a valve which should be at once easy of operation and absolutely free from the possibility of leak."

If it served no other end, this competition may be said to have demonstrated the widely prevailing desire that exists to improve this very essential portion of the bicycle, and at the same time, the difficulty, if not the impossibility, of doing so.

### Gliesman as an Actor.

Harry A. Gliesman, the president of the Tiger Wheelmen, of New York, is now almost a full-fledged actor man. He made his first appearance—behind the scenes—last week and played a very noisy part. At Proctor's Fifth avenue playhouse, where the bearded villain pursued by the irate father drags off the heroine, bundles her into his motor car and speeds down the pike at the leisurely pace of 120 miles an hour, Gliesman on a motor-bicycle, back of the scenes, gives the plik-plik-plikety-bang-bang-s-ssh effect supposed to emanate from the throbbing engine of the automobile. Gliesman uses a Reading Standard Thoroughbred for the purpose, with the spark advanced to the limit and muffler cut out, of course. Although he played the part well, he has not yet received a curtain call.

### Motorcyclists Carry Election Returns.

Motorcycles were used to advantage in carrying returns in the recent election of the President of France. The distance from Versailles to Paris was accomplished by the couriers in sixteen months.

## HOW THEY COMPARED

### Owner of Four Motorcycles Sketches his Experience with Each—Their Failings.

Just what is the best—the very best, in any particular line, is a difficult thing to say. Take the motor bicycle, for instance; every maker thinks he has a monopoly on all the good features of design that can possibly be incorporated in a machine and every owner of the same make thinks likewise, but it will be found that there are little things here and there that could be improved. In this connection, the experience of a motorcyclist on the other side is apropos as well as interesting. He had a habit of buying a new machine each season in spite of which each one of them saw at least several thousand miles of riding.

The following are his comments on the running qualities of each, every one of them being a representative European make: Number 1, of  $2\frac{3}{4}$  horse-power, motor constant, Ignition very variable and whimsical. Secret of the power was purely ignition adjustment. Number 2, was of the same rating and possessed the same feature of engine constancy, while the ignition preserved its proper adjustment for very long periods at a time. To quote the owner, "Quite the best power preserver I've ever owned." Number 3 was a four horse-power machine. "Capable of better things than any engine I've ever owned," was its possessor's verdict, qualified, however, by "in its day"—and its day could not have been very long for the exhaust valve pitted rapidly. The ignition preserved its adjustment well and neither the piston rings nor the inlet ever leaked—evidently an excellent piece of designing and execution marred by the choice of unsuitable material for the exhaust valve.

Number 4 proved quite a reversal of form although it could boast of so many good points that taken alone, they form a recommendation weighty enough to induce anyone to invest in such a make; but list to its owner's tale: "Quite the most exasperating machine I ever owned. The ignition was so sound in design and construction that I have known it to run 4,000 miles without attention. Not a single part of the engine ever broke nor required replacement, but there was a continual leakage of power. It was rated at three horse-power and developed four in the pink of condition, and in its day nothing could live with it uphill. On the first day of a tour I could laugh at my companion's challenges; on the second I would have uneasy anticipation of unusual hills and on the third these would develop into a cold, numbing fear. The evil was two-fold—soft exhaust valves which began to leak at the end of two hundred miles and piston rings which would part with all their spring and hold at the end of four hundred, so that they would stick meekly in their grooves, aided by a few particles of burnt oil, making such poor contact with the cylinder wall that you could slip your foot in between them."



## CYCLING IN SOUTH AFRICA

## Things that Make it Interesting and that Proved Motorcycle Practical.

Somehow the experiences of the traveler in the far-away corners of the earth, always have a strong attraction for the stay-at-home, and particularly so when the traveler employs his pet method of locomotion. Indeed, it seems as though the more remote the scenes of the tourist from his own sphere of activity, the greater the glamour thrown over his adventures and the hardships which he is forced to encounter. The tales of the cyclists one sees every day are interesting in point of variety and color, but they lack the charm which would be characteristic of the very same incidents were they to be placed in less familiar surroundings. A certain motorcyclist who has been riding under various circumstances in South Africa during the past year, relates his adventures interestingly in a recent issue of the "Motor Cycle."

"My idea in bringing a motor cycle here was," he says, "to see whether it would be a commercial success as a means of locomotion, mainly for business purposes; that is to say, if it would beat all other means. To me, it is of the utmost importance to be able to get about and to be able to go and see people wherever they may be, with promptitude, and with as little loss of time as possible. To date, I have ridden 2,000 miles. This may not seem a great distance for twelve months daily riding, but when you have to take into account the kind of roads it is a different matter. I have in no way spared the machine and have put it at everything that came in my way, and we have either got through or stuck; usually got through, and though I have been cycling for nearly thirty years, I have been simply astonished many times to see what it has taken me through. The machine is one of  $2\frac{1}{2}$  horse-power. At first the speed was too high for these roads, but when I fitted a smaller driving pulley, it was about right.

"In every part of the country the roads are bad. For the most part they are badly laid out, and where hardened, the material used is invariably much too big. The result is that the surface wears in innumerable hollows studded in between with projecting stones. Such a surface is not good going at any speed, and at times is only passable at about seven or eight miles an hour, and then it requires all one's strength to stick to the machine. At the best about twenty miles an hour is the very utmost, and then the vibration from the rough surface is as much as one can bear. Anything that can shake off goes overboard very soon.

"Clamps for holding the cells down are one of the greatest blessings imaginable. Everything has to be absolutely fixed in

place, but in spite of all this vibration I have never had a nut slack itself or anything get lost or give out, nor is there any rattle.

"The roads also suffer a lot from gutters that the rain washes out. Sometimes these are all over the road, like a net, and only an inch or two deep, but they often develop in the course of a day or two in the rainy season into dongas. One of these washed over a road I often used to ride, and I had to do a sudden stop for it. It was eight feet deep, with two feet of water in it, but only about three feet wide at the top. It was quite invisible fifty yards off.

"The result is that one has to keep an eye on the track the whole time, and often dodge obstacles on short notice. Very often, too, the machine strikes a stone as big as a brick, or drops into a hollow six or eight inches deep without warning.

"The only effect on the machine has been to dent the rims, and this I have done badly. At first I thought they were soft, but they are not. I lent the machine to a man in Johannesburg, and he went out on a ten day's mine prospecting journey on it. He made a bad dent in the front rim, and the repairman, trying to get it out, started the brazing of the joint; but the rim is still quite serviceable. The back wheel got badly dented, and started some of the spokes. I replaced seven, and then as some more were moribund, I had the wheel rebuilt with 12 instead of 14 gauge spokes. The rim I had trued at the same time, and this is the only repair I have had done. The platinum contacts only last about 500 miles.

"At hill-climbing the roads again are a great hindrance. I recently tried on places near here. The machine would go comfortably and continuously up 1 in 12, but on 1 in 10 without help of the cylinder would heat and presently stop it. As I ride 145 lbs., and the machine is 125 lbs., with all on, this is equal at 21 miles per hour to  $1\frac{1}{2}$  horse-power weight lifting alone, leaving only 1 horse-power for propelling the machine and friction and loss. This is just about its size.

"In town' slowness and not speed is required. The roads are execrable. The tram-lines in many places project  $2\frac{1}{2}$  inches above the ground, and often the granite setts beside the lines are 4 inches above the road. This and unlimited clay mud make navigation very difficult. The streets are mostly narrow and crowded, and much of the traffic is mule wagons driven by Kaffirs.

"I have run for miles over these roads in town, regulated down on the throttle to under six miles an hour. At that speed one can go comfortably over practically anything, and with an occasional check from the brake or push from the pedals, it is quite easy to get through the most crowded streets.

"One of the best runs I have had was on the road from Potchefstroom to Johannesburg. It was on Whit-Monday, and I went out to meet two friends, who were

coming in by that road with a car. It was a cold clear day in the dry season, and the roads were very loose and deep in dust. The 'roads' are simply veldt tracks, and in many places the dust was too deep to get through. I stuck in it some dozens of times, but what I got through was surprising. In all I did eighty miles, at an average of thirteen miles an hour, and the machine never missed-fire once the whole way. On such a road as this a breakdown would be very serious. It would mean abandoning the machine and walking to the nearest habitation. If one missed the track there would be a very good chance of perishing on the veldt from exposure and want of food or water.

"Another good ride I have done several times is from Johannesburg to Heidelberg. On the greater part of this there is nothing but veldt for miles. In one place there is a ford that was over my knees, and when pushing through the engine was entirely covered. It did not seem to mind. For a mile or two it snuffed a bit, and there was a gurgling in the silencer, but the running did not seem to be affected in the least.

"I had a number of runs in company with the owner of a small automobile, and I was surprised to find how much more speed I made over the rough country than the car. On a run we often made, from Johannesburg to Nancefield and back, I made comparisons, and on the return journey one day I gave the car five minutes' start; twice I waited for it ten minutes on the way, and was home about five minutes before it. The road was hilly all the way—some part very good, and some very bad, and part very full of dust pits. I scored chiefly on the hills, up which the car had to drop to the second or first speed; but even on top speed, on falling grade, when the road was good, I could easily overhaul it.

"There is a well-laid road near here, made for a steep grade tramline. It winds up a mountain side with sharp curves and a rise of 700 feet in about two miles. It is all up-grade—almost all one in ten. I got up it, and most of it on the engine alone. In places I had to take the inside of some of the sharp bends, and most of the way the surface was very bad, parts being only passable by riding on the wood strip beside the lines. In these bad places I had to help with the pedals, and on some extra steep parts, but my power was not of much account. I should have probably have done it without a stop, except that I caught a car on a part where I could not pass it, and was going too slow to follow. However, I got a fresh start, and eventually reached the nek or pass, beyond which the road falls again.

"It is now within a week of twelve months since I brought the machine out, and last night I finished 2,000 miles on it. It is true some of it has been the finest riding I have ever had, but the majority has been over roads that are too bad for words—at least for good words.

"Last week my Kaffir, who had been told



to polish the saddle with shoe polish, misunderstood his orders, and when I came home he was decorating the whole machine with some patent boot blacking.

"No part of the engine or its attachments and gear has had to be renewed, or cost me a single penny for repairs, except the platinum contacts. And so far as I can see they are not likely to. I never grind the valves or adjust anything except the contacts. The machine starts beautifully and quickly, and this is a most important matter as I frequently have to get off for drifts, and as the spruits are always in the valleys there is often a mile or more of steep hill to mount on after getting through the water, and generally pretty bad road as well. I recently encountered one with about two feet of water, and boulders at the bottom. The water was flowing rapidly and it was as much as I could do to hold up against the current. The engine got nearly covered with water. On the other side it was all stones and sand, and the first mile was about one in twelve, but the engine went off first stroke.

"Near there I chased an ostrich for about a mile. He kept to the track and ran as if old Nick was after him. The track was too bad or I should have seen what he could do in the way of speed, but I think he would have got away from me; his gear was very high."

#### To Bring Duelling up to Date.

Two duelling persons suffering from the names of Fernando Orodia and Valeriano Rodriguez respectively, have been fighting a sanguinary duel by night, according to Cycling. It seems they just waited till it was dark, then got a couple of swords and tastefully carved sections in each other. Frivolous thing to do; but then what can you expect of people with names like that? Anyhow, when they had finished there wasn't enough left of Valeriano or Fernando to make a respectable funeral.

The thought merely occurred to us, says Cycling, that it is a wonder these sensational duellists, when looking out for new and original ways of meeting with a painful and gory death, do not think of utilizing bicycles. Directly two gentlemen discover that there is not room for each other on the same planet, why not get a couple of machines and go and look for a nice quiet country road where policemen are scarce?

Having found this, just charge at each other at full speed on the bicycles, sans brakes, and he who survives the most smashes wins the gir-r-r-r-l. Of course, it is to be supposed that when the road sweepers come round in the morning to gather up the remains in a basket they would merely put it down as another motor-car accident, and no reputations would be damaged.

Anyone with a little affair of honor in hand waiting for immediate settlement is welcome to this idea free of charge.

## WHITELOCK WINS AND FALLS

### Warm Work in Buffalo Armory—Winner Receives a Thundering "Hand."

W. W. Whitelock, the crack sprinter of the 74th Regiment, Buffalo, N. Y., came into his own at the games in that armory last Saturday night, 28th ult. Whitelock sprinted to the front in an exciting finish in the one-mile open and his clever riding was cheered to the echo. Heretofore when Whitelock won he was hissed for no apparent reason. Last Saturday night public sentiment changed and this young man received an ovation such as has never before been accorded any Buffalo racing cyclist.

The event in which Whitelock regained public favor was the one-mile open in the final heat. James Dick, Whitelock, Edward Delling, J. M. Tanner, Fred Schudt, Charles McCracken, R. J. Hoover and A. Fischer, each qualified for the final and the bunch represented the pick of Buffalo's riders. Whitelock, Tanner and Schudt were, apparently, the three best men and they kept well together throughout the heat. In the final lap Whitelock forged to the head and won out in a blanket finish. Tanner was only a half-length behind and the same distance separated him from Schudt. This was the fastest heat, at one mile, that has been ridden this season—2 minutes 2½ seconds—and is exceptionally fine for a flat floor.

In the two-mile handicap the riders had more spills than ordinarily fall to the pedal pushers at the armory. Whitelock was one of the unfortunates. After being placed in his heat, getting there after a hard ride from scratch, and when going to the front in the final, his front tire refused longer to stick to the wheel and as a result Whitelock was thrown heavily. The condition of the wheel left nothing for the plucky wheelman to do but retire. The final was captured by J. M. Tanner of the Moonshiners, from 30 yards, first; Edward Delling, of the Ariel A. C. (60 yards), second; H. S. Sykes, of the Ramblers (140 yards), third. Time, 4:43½. The summaries follow:

One-mile open, two in each heat to qualify for final—First heat—W. W. Whitelock, 74th Regt. A. A., first; James Dick, Ramblers' B. C., second; R. S. Lewis, Ramblers' B. C., third. Time, 2:32½. Also ran—William O'Day, Pierce A. C.; Phil Backert, Ariel A. C.; George Depew, Ariel A. C.; F. Masten, Ramblers' B. C.; J. Stauber, Ariel A. C. Scratched, John S. Gerlach, S. W. C. Second heat—Edward Delling, Ariel A. C., first; J. M. Tanner, Moonshiners, second; H. F. Cranston, 47th Regt. A. A. of Brooklyn, third. Time, 2:17½. Also ran—J. Baker, Ramblers' A. C.; A. Stiglmeier, Orient A. C.; V. Barrett, Ariel A. C.; D. Hitchcock, Pierce A. C.; J. Stiglmeier, S. W. C.; G. Schwarzott, Ariel A. C. Third heat—Fred Schudt, Standard W. C., first; Charles McCracken, Ariel A.

C., second; J. Schieder, Ariel A. C., third. Time, 2:20½. Also ran—George Main, Red Cross C. C.; M. N. Baker, Winona A. C.; Val Jehle, 65th Regt. A. A.; Charles J. Smith, Ivanhoe A. C. Scratched—E. J. Hanks, Ariel A. C. Fourth heat—R. J. Hoover, Pierce A. C., first; A. Fischer, Ariel A. C., second; William Bauman, Ariel A. C., third. Time, 2:22½. Also ran—Joe Barbach, Ariel A. C.; F. O. Menge, S. W. C.; J. A. Gittere, Ariel A. C.; William Martin, S. W. C. Scratched—E. C. Arenz, Ariel A. C. Final heat—W. W. Whitelock, first; J. M. Tanner, second; Fred Schudt, third. Time, 2:24½. Also ran—James Dick, Edward Delling, Charles McCracken, R. J. Hoover and A. Fischer.

Two-mile handicap, first two and third in two fastest heats to qualify. First heat—J. A. Gittere, Ariel A. C. (160 yards), first; W. W. Whitelock, 75th Regt. A. A. (scratch), second; Charles McCracken, Ariel A. C. (30 yards), third. Time, 4:44. Also ran—A. Fischer, Ariel A. C.; D. Hitchcock, Pierce A. C.; J. Stiglmeier, S. W. C.; Val Jehle, 65th Regt. A. A.; N. M. Baker, Winona A. C. Scratched—E. C. Arenz, Ariel A. C.; O. Gillmore, unattached. Second heat—Edward Delling, Ariel A. C. (60 yards), first; J. M. Tanner, Moonshiners (30 yards), second; H. F. Cranston, 47th Regt. A. A., Brooklyn (10 yards), third. Time, 4:43½. Also ran—William O'Day, Pierce A. C.; Phil Backert, Ariel A. C.; A. Stiglmeier, Orient A. C.; J. Baker, Ramblers' B. C.; H. W. Willyoung, Ramblers' B. C.; Ed Felber, unattached; H. Kriegbaum, Central Y. M. C. A. Scratched, Albert Smith, unattached. Third heat—James Dick, Ramblers' B. C. (30 yards), first; J. Schieder, Ariel A. C. (80 yards), second; William Martin, Standard W. C. (100 yards), third. Time, 4:42½. Also ran—William Bauman, Ariel B. C.; R. S. Lewis, Ramblers; V. Barrett, Ariel A. C.; J. Stauber, Ariel A. C.; J. B. Devine, unattached; C. Mortimer, Windsor A. C.; George Main, Red Cross C. C. Scratched—J. Newland, unattached. Fourth heat—F. O. Menge, Standard W. C. (120 yards), first; H. S. Sykes, Ramblers' B. C. (140 yards), second; Fred Schudt, Standard W. C. (scratch), third. Time, 4:47. Also ran—R. J. Hoover, Pierce A. C.; J. Barbach, Ariel A. C.; G. Schwarzott, Ariel A. C.; E. J. Hanks, F. Masten, Ramblers; C. J. Smith, Ivanhoe A. C.; William Maisel, unattached; John S. Gerlach, S. W. C. Final heat—J. M. Tanner (30 yards), first; Edward Delling (60 yards), second; H. S. Sykes (140 yards), third. Time, 4:43½. Also ran—J. A. Gittere, H. F. Cranston, James Dick, J. Schieder, William Martin, Fell, W. W. Whitelock.

#### Champion Confesses he took Cash.

J. S. Benyon, the Englishman who won the world's championship at Anvers, last summer, has turned professional, or rather, he has been "turned" by the National Cycling Union. It was alleged, and Benyon was man enough to admit it, that he had taken cash prizes.



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## BICYCLES FOR PUBLIC SERVICE

## Extent to Which they are Used in New York—New Ones Just Bought.

Although bicycles have been owned and officially recognized by the Department of Street Cleaning of the City of New York for a decade, their use has for the most part, been so very unobtrusive, that in all probability the average citizen, whose entire conception of the department is likely enough crystalized in the mental image of a laborer clad in grey-white overalls pushing a brush, has been in no wise aware of the fact. Nevertheless, it is quite true, the first lot of wheels having been purchased by the city for the department in 1896, and the equipment having been augmented from year to year until at the present time, some three hundred machines of various patterns are in regular service, and another hundred have been requisitioned for this season's use. The officials insist, too, that the wheels are in constant use, impressions to the contrary notwithstanding.

The business of scavenging the great cities has been reduced to a complete and rather elaborate science during the last few years, and despite the popular conception of it as a somewhat dirty and wholly unattractive occupation, is now conducted on the lines of a gigantic business undertaking. That this has become a necessity, is at once apparent from a moment's consideration of the fact that the streets of New York which are under the immediate jurisdiction of this department comprise in all 1018 miles of paved streets, in addition to which are many more miles of parkway and river front which are supervised by the Park and Dock departments, respectively.

The domain of the Street Cleaning Department is divided into a number of districts of a size and contour appropriate to their location and the amount of traffic which they support. Each of these, in turn, is subdivided into a number of sections, each having its full quota of laborers, and each being supervised by a foreman and two assistants. The duty of these men is to look after the cleaning of the streets and to oversee the removal of the refuse from them and the buildings within the section. The entire organization of the force is semi-military, the assistants are accountable to the foremen for the work under their charge; the foremen are responsible to the district superintendents and they in turn are responsible to a general superintendent who is virtually a department head.

When it is considered that the area of each section in Manhattan comprises an average of from four to seven miles of streets, while those of the Boroughs of Bronx and Brooklyn are considerably

larger in every case, and that every foot of every street must be under constant daily inspection, it will be seen that the labor of the foremen and their assistants, upon whom the brunt of the work must come, is wonderfully more lessened by the use of bicycles, and also that by their use they are not simply enabled to cover their territory case, but that they are by this means enabled to jump from place to place in the section, thereby exerting a much better supervision over the men than could be accomplished in any other way.

The principle of the thing was realized ten years ago when the first wheels were bought for use in the more extended districts. So successful was the experiment, that more were bought the following year, and the number in use has been increased by annual increments since then. Aside



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from furnishing the machines, and, of course, keeping them in running order, the department requires that they shall be used by the men to whom they are assigned on every possible occasion, except when they are excused from riding on the advice of the medical examiner. It is a fact, however, that many of them are war veterans, and are on this, or some other account, incapacitated for riding, and that many others who are too lazy to ride develop a remarkable string of physical ailments or a suspicious number of punctures and other such evils, which tend to prevent them from serving except on foot. As far as is possible, the higher officers of the department compel the delinquents to use their mounts, finding that only by their use can the best service be got out of the entire working force.

As has been indicated already, the repair work which becomes a very essential factor in connection with the use of bicycles under such severe conditions as are im-

posed by constant use over all sorts of pavements in the generally impartial run of weather conditions, is conducted by the department itself. In the Borough of Manhattan where the useage is most severe, this is done at the shops of the department, where an extensive business in the construction and repair of wagons and other mechanical paraphernalia is done, and where there is a small shop completely fitted up for the purpose, a brazing hearth and enameling oven being included in the equipment, and where a mechanic is kept constantly at work overhauling old and battered machines, and repairing tires—an item which alone constitutes the major portion of his labors.

About a year ago, just by way of experiment, a couple of motorcycles were purchased for use in long distance work of a general nature. One of these was assigned to the Bronx division, and the other was placed in Brooklyn. Both have proven their worth for the purpose, and have been driven over very many miles of streets, good, bad and indifferent, in all sorts of weather, carrying their riders with a degree of certainty and dispatch which could not in any other way be equalled, according to the testimony of their riders and the chiefs to whom they report.

## Salt Lake in Schefski's Hands.

Salt Lake's cycle racing season officially will be opened on Decoration Day, May 30, when the saucer opens for the summer. As has been told in the *Bicycling World*, F. E. Schefski, who has been the official handicapper for the National Cycling Association there, will manage the track. He has tendered his resignation to the N. C. A., but his successor has not yet been named. The track was incorporated last week as the Salt Palace Amusement Co., and at a meeting of the directors, following the filing of the papers with the county clerk, Schefski was elected manager and general advertising agent of the company. It is thought that Harry Heagren, who formerly managed the track, will be named as handicapper to succeed Mr. Schefski, if he desires the position.

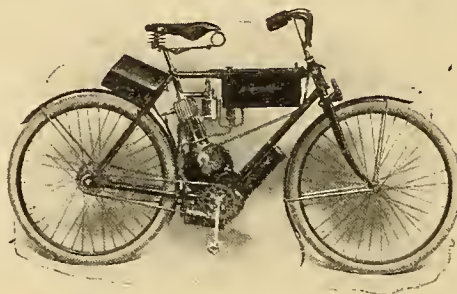
## When a Bicycle Aided Cannibalism.

A sad tribute to the ubiquity of the universal bicycle is afforded by the details of the murder of Dr. Stewart, of the Southern Nigeria Government. The doctor had started with his escort for the Calabar river, but as he rode a bicycle, frequently outdistancing his followers, and it is believed he missed the main road, and got into the village of a hostile tribe. The carriers never saw Dr. Stewart alive again. They came upon his bicycle lying in the track, and then, making a further search, discovered portions of a human body, which they identified as that of their late master. They then hurried to the river and gave information to the authorities. The reports of the carriers show that the body had not been mutilated, but had been partially eaten by the murderers.



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## COOLING THE ENGINE

### Why Air-Cooling is Superior—Effect of Injecting Water in Cylinder.

It is a matter of common observation in gas-engine practice, that an air-cooled cylinder will develop somewhat more power than could be secured from a water-jacketed motor of equal size, and under otherwise equivalent conditions, says S. M. Howell in the *Scientific American*. In other words, the engine without water cooling is the superior in point of economical performance. This experience agrees perfectly with the well-known simple theory upon which the production of power is dependent in all forms of the internal-combustion motor.

The gas engine is a heat motor, pure and simple, producing power solely by the development and conservation of a high degree of heat. The working fluid is a mixture of air and certain inflammable gases, and the whole is violently expanded by the instantaneous burning of the contained gas and the intense heat thus generated. It must follow, therefore, that a water jacket or any device which operates to dissipate the heat of combustion, prior to the moment of exhaust, will also lower the pressure and curtail the power of the engine in a corresponding degree. In the case of the water-jacketed engine, the cylinder walls have a comparatively low temperature and rapidly abstract heat from the burning charge, thereby reducing the pressure and diminishing the power of the stroke. But the so-called air-cooled engine, having a much higher temperature, will therefore develop a higher pressure, and for a time at least, or until the cylinder becomes excessively hot, will produce more power. The amount of heat lost through the walls of a gas-engine cylinder by the use of a water-jacket varies with the conditions. A high piston speed and high compression are factors which have a marked effect in reducing this loss; for the reason that in such cases the cylinder is smaller than would otherwise be required to develop the same power. This reduces the extent of water-cooled surface with which the ignited gases are in contact, and also, by reason of the quicker stroke, shortens the time of such contact.

The amount of heat absorbed by a water-jacket may readily be determined in any given case by a simple calorimetric test of the water used, taking note of its volume, and its temperature as it enters and as it leaves the jacket. But I have observed, in making experiments of this kind, that the figured result does not always account for the deficiency which exists in the power of the engine, as compared with the heat which should theoretically be developed, and that too after mak-

ing allowance for all other apparent losses. In explanation of this it may be urged that the full temperature and the total amount of heat generated by the complete burning of the fuel, is not, in the case of a gas-engine cylinder, fully developed. The combustion is more or less imperfect by reason of contact with an extended metallic surface at a comparatively low temperature. If this is true, then we have also an indirect loss caused by incomplete combustion, and chargeable to the use of water cooling.

The hydro-carbon liquids or gases, which are the usual fuel of gas engines, consist essentially of hydrogen and carbon. The hydrogen is readily inflammable, and under ordinary circumstances is capable of but one reaction, resulting in the formation of the vapor of water. The elastic force of this vapor, powerfully compressed within the confines of the cylinder by the heat of combustion, forms a large part of the working fluid on the pressure of which the piston is driven. The trouble would seem to arise from a deficiency in the burning of the carbon burning element. Carbon in burning may form either of two combinations—carbon dioxide or carbon monoxide. The former is always the result under fairly favorable conditions, but in some cases, notably those in which the flame is confined within narrow limits and in close contact with metallic surfaces, the heat is so rapidly withdrawn that the temperature falls, and the process degenerates into incomplete union with the oxygen of the air, and the formation of carbon monoxide, the difference being that the amount of heat liberated by this degenerate reaction is less than one-third that which would result from perfect combustion of the carbon and the formation of carbon dioxide. A familiar instance of this defective form of combustion is seen in the attempt to pass a gas flame through a sheet of gauze or cloth made of fine metallic wires, or to conduct a flame through small metal tubes. In these cases, the cross-sectional area of the passages is very small, and the extent of cold metal comparatively large, with the result that the temperature falls below the kindling point, and the flame is extinguished or reduced to the monoxide reaction described above. That these instances have a parallel in the conditions which exist in gas engine practice, seems probable. It is obvious, however, that such an effect must be more marked in the case of small engines than in those having large cylinders, and could easily be determined in any case by a careful analysis of the exhaust.

In regard to other methods of cylinder cooling, little need be said. Aside from the various methods of air cooling, the injection of water directly into the cylinder seems to be the only alternative. But this method, unless very sparingly applied, is worse than the use of an external jacket. It was one of the first cooling systems tried in the early days of the gas engine; and although modern designers sometimes attempt to revive it, it has usually proven

unsatisfactory. This is evidently for the reason that the water in direct contact with the burning charge must greatly modify its temperature, while the cylinder walls would be only indirectly affected, and might still be insufficiently cooled. Then, too, the introduction of too large an amount of water into the cylinder of a gas engine, resulting, of course, in the immediate production of a body of steam, antagonizes combustion, and renders the ignition more difficult, and in the case of a four-cycle engine, has a tendency to destroy the vacuum produced by the retreat of the piston, filling the cylinder with steam on the suction stroke, and thus interfering with the inspiration of the charge. And still it is true that a small quantity of water, if properly regulated, may be injected into the cylinder of an air-cooled motor with much advantage. In this case it moderates the excessive heat of the contact surfaces, and assists lubrication by saponifying the oil and loosening any carbon deposit, which may otherwise adhere to the cylinder walls.

### How the Pawnbroker Booms Business.

Bicycles are not usually taken in with avidity by the London pawnbrokers. However, if pressed, the money-lenders will take them, small sums being loaned, and the depositor failing to redeem, they are disposed of through the usual channels. But it remained for one of the fraternity to discover a better means of handling the cycle trade, with less chance of loss to himself. He offers to hire machines to would-be purchasers and when the hire amounts to the price of the wheel, it becomes their possession. However, when a prospective customer appears this broker for "dead-brokes" suggests the advisability of buying the machine outright for cash and get a discount.

To facilitate matters, he offers to advance the sum necessary as a money-lender and, of course, at the "modest" rate of interest ruling in that trade; so that the apparent cash discount is no more than a bait for a subsequent loan. It requires little perspicacity to see the logical outcome of such a system; machine, discount and loan all center in one individual, and the victim in the end finds himself saddled with debt with nothing tangible to show for it.

### Celluloid as an Insulator.

Celluloid made from cellulose and camphor, is a very good electrical insulator, but it has the very grave defect of being very inflammable. *La Revue Pratique de l'Electricite* states that MM. Mabile and Leclerc have discovered a method of rendering it incombustible. They dissolve the celluloid in a mixture of ether and alcohol, and incorporate in the solution a certain quantity of salt of iron, ferric chlorid or some other. They then evaporate the solvent and the celluloid obtained is perfectly incombustible.



### Revamping an Old Yarn.

Next to originality, adaptability is a talent worth having and it is possessed by some individuals to a high degree. They may never be guilty of creating anything original throughout the course of a long and uneventful existence, but they are such clever adapters that every shred of the new and bright that comes within vision or reaching distance is seized upon with avidity and revamped to be passed off as a genuine first hand creation. Nothing that will serve the purpose of the adapter passes by him. It is a penchant that most often takes the form of working over original stories by shifting the scene and renaming the characters to agree with their new setting. Probably no one dislikes the adapter quite as cordially as the originator of the story thus rehabilitated, particularly when originalities are few and far between with him. Here is an instance; the story was originally built around the automobile, this is how it has been sent forth in its new guise:

"We had a motorcyclist up our way," starts off the teller at second hand, "who

bought a motor bicycle." This is interpolated just to let his hearer understand that he does not suspect the motor bicycle of having been acquired in any other way. It must be explained here that the teller himself is a builder of motor bicycles. "His machine gave him no end of trouble—it wasn't one of ours. He finally went crazy tinkering with it and was taken to an insane asylum on the hill, where he passed a monotonous though peaceful existence.

"One day a friend went to call on him. He was ushered into the office of the institution where he was asked to wait until the patient could be found. After a time the attendant returned and said he was not in his room. A search was instituted, but this proved fruitless—he was nowhere to be found. The superintendent took a hand, but was soon forced to admit that the lunatic had disappeared. The friend was finally allowed to take a look on his own hook and shortly returned with the grinning patient.

"Where did you find him?" asked the superintendent.

"In his room," replied the friend.

"But I couldn't find him there," said the puzzled official.

"The friend tried hard to look serious before replying.

"You didn't look in the right place," explained the successful searcher. 'He was crouched between the head of the bed and the wall industriously tinkering with the ends of the springs and slats, under the delusion that he was fixing his motor bicycle. You see, I own a machine myself.'"

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Iridium, which is associated with platinum in the ore, is present in nearly all commercial platinum, which forms a very small though very important part of the contact breaker on all motor-bicycles. It is cheaper than platinum and expensive to remove, so it is customary to leave as much of it as is possible in the platinum. A very hard alloy, as elastic as steel and susceptible of a high polish, and of which springs can be made, is obtained by using one part of iridium and nine parts of platinum.

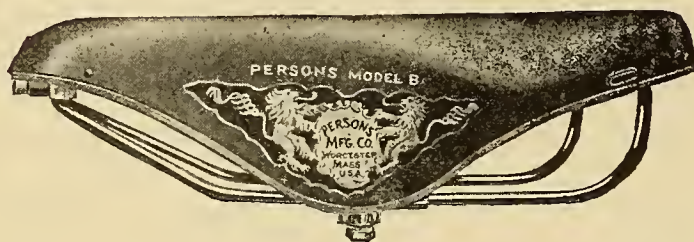
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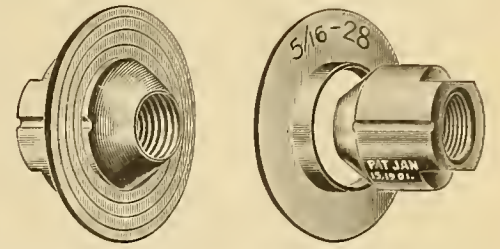
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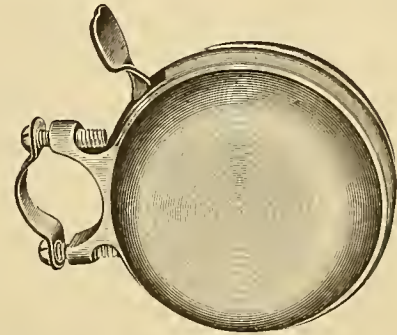
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Bicycles or Motorcycles  
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### The Week's Patents.

811,026. Tire-Heater. James E. Bancroft, Toledo, Ohio, assignor of one-half to Charles M. Milroy, Toledo, Ohio. Filed Apr. 6, 1905. Serial No. 254,108.

Claim.—1. In a tire-heater, a tire-bridge provided with a supporting wind-shield, a fuel-supply manifold, branch outlets swivel-jointed and spring pressed radially inward from the manifold, each outlet having a burner-head and means to raise each head toward the shield.

811,109. Pneumatic Tire. Friedrich Veith, Hochst-in-the-Odenwald, Germany. Filed Apr. 29, 1905. Serial No. 257,971.

Claim.—1. A pneumatic tire consisting of a cover of a cross-section in the shape of a horse-shoe and an india-rubber tube, of which an inner portion normally projects outwardly into its cavity, so that on inflating the tube this inner portion will project inwardly.

811,470. Sparking Device for Engines. James E. Worth and William B. Eten, Fancyhill, Va. Filed May 15, 1905. Serial No. 260,536.

Claim.—1. The combination in a sparker, of a pair of electrodes, one of which is movable, a rock-shaft carrying the movable electrode, a yieldable arm connected to the rock-shaft, a second shaft, also having a yieldable arm, means for connecting the two shafts and an operating-rod adjustable to engage one or other of said arms.

811,490. Pneumatic Tire. James M. Elder, Indianapolis, Ind. Filed Mar. 24, 1905. Serial No. 251,868.

Claim.—1. The combination with a wheel-rim, of a pneumatic tire, side pieces adapted to extend around the sides of said tire and to conform thereto, said side pieces having flanges adapted to engage the sides of said wheel-rim and portions adapted to extend between said rim and tire, a bearing strip arranged between said side pieces over the tread of the tire, means to secure said bearing-strip in place, means to secure said side pieces to the wheel-rim, and means to clamp said side pieces to each other between the tire and the rim.

811,250. Cushion-Fork for Motor-Cycles and Other Vehicles. William G. Schaeffer, Reading, Pa., assignor to William F. Rempis, Reading, Pa. Filed May 19, 1905. Serial No. 261,103.

Claim.—1. The combination with a fork-stem having a T-shaped fork-connecting end, of a fork having a U-shaped crown which is pivoted at its spread ends to one arm of said T-shaped end and the bend of which overlies the other arm thereof and has a spring connection to the latter.

811,327. Transmission Mechanism for Motor-Cycles. Louis C. G. Rivierre, Paris, France. Filed Oct. 31, 1904. Serial No. 230,843.

Claim.—1. In a two-speed transmission mechanism, in combination, a fixed axle, a hollow spindle rotatable thereon, sprockets carried by said spindle, a hub rotatable on said spindle, a pinion carried by said spindle, planetary pinions on said hub engaging said pinion, a member rotatable on said spindle and adapted to be frictionally locked to said hub, a gear on said member meshing with said planetary system, and means for braking said friction member.

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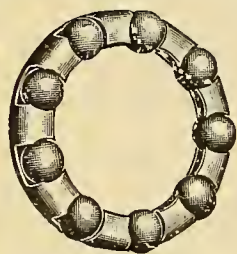


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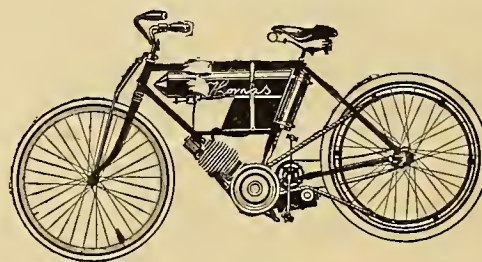
THIS retainer is manufactured by the Sartus Ball Bearing Company, under U. S. Patents Nos. 576,500, 611,689 and 799,008, which cover all ball retainers having a single row of standards rising from the base at one margin and extended to overhang the base. All other manufacturers of such ball retainers are infringers, and users of such retainers made by other manufacturers are warned against continuing such use.

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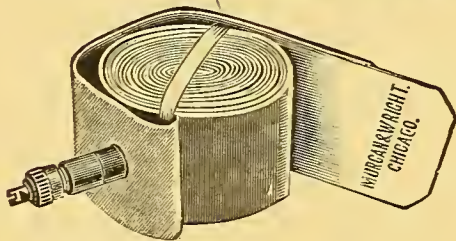
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Full Assortment. The proper sizes for the various casings

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We now make endless Tubes in the G & J and Dunlop styles

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# The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LII.

New York, U. S. A., Saturday, February 10, 1906.

No. 20

## FOR CYCLE MAKERS ONLY

### Chicago Meeting of the C. M. A. Reaches this Decision and Crosby Retires from Presidency—Other Transactions.

Chicago, Feb. 7.—Two, fine, large surprises marked the meeting of the Cycle Manufacturers' Association, which was held here to-day. Firstly, it was decided the better part of wisdom that membership in the organization be restricted solely to makers of bicycles and this having been settled, the second surprise followed in natural sequence—the resignation of W. H. Crosby as president. Mr. Crosby is a maker of parts.

There was no friction or dissention and the action was not in the nature of a "freeze-out"; it was, indeed, influenced and brought about almost wholly by Mr. Crosby himself. Two months' reflection had served to convince him that an association of buyers and sellers was not feasible and that more interests would be better served by the withdrawal of the parts people. He had previously presented his views informally to most of those in attendance and brought them to his way of thinking. When, therefore, the meeting was called to order, Mr. Crosby's resignation and the motion to so amend the constitution that the association shall be made up wholly of manufacturers of cycles and motorcycles, caused no surprise within the ranks and was thoroughly understood. Mr. Crosby's resignation was accepted with regret and was accompanied by a vote of appreciation for his intelligent services.

The vacancy caused by Mr. Crosby's unselfish action was filled by the elevation of George N. Pierce to the presidency, F. E. Southard, Toledo Metal Wheel Co., being elected vice-president to succeed Mr. Pierce. Harry Walburg, Miami Cycle & Mfg. Co., and D. W. Gould, Pope Mfg. Co., remain treasurer and secretary, respectively.

The classification of the jobbing trade and the continued advance in the costs of raw materials and its effects on the price of stripped bicycles were discussed in executive session, but no announcement regard-

ing any action that may have been taken was given out.

Ralph D. Webster, Eclipse Mfg. Co., and H. S. White, Shelby Steel Tube Co., who, as members of the advisory committee of the jobbers' National Cycle Trade Association's "Ride a Bicycle Campaign," had been delegated to seek the assistance of the Cycle Manufacturers' Association, were on the ground and performed their mission, but nothing came of it. It was well-known that following the decision of the C. M. A. to exclude from membership all parts and accessory makers, the latter would make an effort to organize on their own account and this being a matter of common knowledge, Messrs. Webster and White were informed that when this organization was affected, the Cycle Manufacturers' Association stood ready to meet with any committee that might be appointed, having for its purpose the general welfare of the cycling interests.

The concerns represented at the C. M. A. meeting were the George N. Pierce Co., Pope Mfg. Co., Miami Cycle & Mfg. Co., Consolidated Mfg. Co., Toledo Metal Wheel Co., Iver Johnson Arms & Cycle Works, Hudson Mfg. Co., Light Cycle Co., Gendron Wheel Co., Great Western Mfg. Co., Arnold-Schwinn Co., Fowler-Manson-Sherman Co. and Emblem Mfg. Co.

The next meeting of the association will be held in Buffalo, on the first Wednesday in April—the 4th.

## The Retail Record.

Cortland, N. Y.—City Cycle Co., fire; loss slight.

Lawrence, Mass.—Joseph E. Ferland, enlarging repair shop.

Stoughton, Mass.—James Lehan, enlarging repair shop.

Camden, N. Y.—George Stewart, repair shop destroyed by fire; fully insured.

Tampa, Fla.—Ned Place, repair shop destroyed by fire; partially insured.

Boston, Mass.—Boston Cycle & Sundry Co., at 42-46 Hanover street, burned out; loss not fully estimated.

## Nock to Incorporate.

George W. Nock, the Philadelphia jobber, is making ready to turn his business into a company. He has applied for articles of incorporation as the George W. Nock Co.

## PARTS MEN TO ORGANIZE

### Call Issued for a Meeting in Cleveland—Decision Agreeably Brought About by Action of Cycle Makers' Body.

Chicago, Feb. 7.—After the Cycle Manufacturers' Association decided at their meeting to-day that it was inadvisable to include in their membership the parts and accessory makers, those of the latter who were in the city to attend the meeting, lost no time in getting together and taking the first steps toward the formation of an association of their own.

W. H. Crosby, who so unselfishly stepped down and out of the presidency of the C. M. A., and Ralph D. Webster, of the Eclipse Machine Co. and H. S. White, of the Shelby Steel Tube Co., were the leaders in the movement. To-night they sent out a joint call or invitation to all manufacturers of parts and accessories to meet in Cleveland, Ohio, on the 21st inst., for the purpose of effecting such an organization. This call, which is signed by the gentlemen named, all of them distinctly of the "right sort" and possessed of genuine interest in cycling, is as follows:

"The Cycle Manufacturers' Association, recently organized, was intended at first to include the makers of bicycle parts, but at the last meeting of the association it was voted to confine its membership to the manufacturers of bicycles and motorcycles.

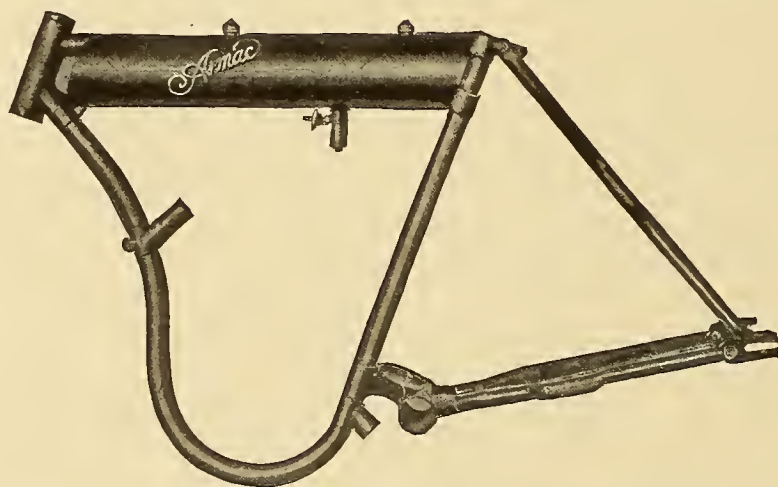
"As there were many makers of cycle parts and sundries at the last meeting in Chicago desiring membership in the above organization, or in some organization designed to promote the sale and use of bicycles, it was thought advisable to issue a call to all makers of materials entering into the construction of a bicycle to attend a meeting to be held at the Hollenden Hotel, Cleveland, Wednesday, February 21, at 10 a. m., for the purpose of organizing a new association, the membership of which to include any firm, individual or corporation engaged in the manufacture of bicycle material. You are, therefore, earnestly requested to send a representative to this Cleveland meeting."



### TOP TUBE AS A TANK

**Just how that Idea is Cleverly Carried out in Armac Motorcycles.**

One of the new departures in motorcycle construction which have been brought out this year, and which, though already referred to in these columns is worthy of more special mention, is the method of framing which has been adopted in the make-up of the new Armac model. In a word, it embodies the fuel tanks within the structure



of the frame itself, and aside from furnishing a more compact arrangement of those parts than is possible otherwise, provides a more rigid bracing than is obtained in the ordinary plain tubular frame.

Both the head and seat mast, and hanger are made of a special design of Crown Steel and are machined in such a way as to permit a length of Shelby Steel Tube to be fitted over them to complete the truss. The tube being  $4\frac{1}{2}$  inches in diameter, not simply furnishes a most effective strengthening to the frame, but at the same time admits the use of its interior for the storage of the fuel. The interior is copper plated, and is separated into two compartments by means of a bulkhead which is brazed securely in place. The forward and larger compartment of these is used for the gasolene, of which a sufficient supply for one hundred miles can be carried, while the other is utilized for the carriage of lubricating oil.

In the bottom of each tank is placed a filter for separating foreign matter from the contents as they are fed to the motor, while the regulating of the flow is done entirely from the upper side, where a couple of knurled screws serve the purpose to advantage. These knobs, which are located within easy reach of the rider without necessitating his altering his riding position, control the opening of a pair of needle valves at their lower extremity, thus furnishing a neat method of regulating the feeds to nicety. Filler caps with  $1\frac{1}{4}$  inch openings are placed in the top of the tanks, so that their replenishment becomes an easy and simple matter.

The idea of using the interior of the

frame for carrying purposes dates back to the early days of the bicycle, when at one time and another, numerous suggestions were made along this line, and more than one model built in which the skeleton was made to serve a doubly useful purpose. But unfortunately for their inventors, in every case, the result was unspeakably crude and clumsy, and the inventions—as they were wont to be called—died an untimely death. In this case, however, the idea has been dealt with in a far more workmanlike manner, and instead of resulting in a cumbersome model, the result is a striking improvement

in the appearance of the machine. A notable fact in connection with the design, and one which cannot fail to appeal to the average rider, is that the frame has been lowered measurably by the change, whereby the apparent staunchness and stability of the mount are proportionately increased.

### About Manganese Bronze.

To the average lay mind the statement that there is little or no manganese in the alloy commonly known as manganese bronze, would appeal as a striking anomaly and a most improbable assertion. Nevertheless, it is quite true, the composition of the metal, though varying considerably according to the manner in which it is to be handled in its final treatment, never contains more than a very small percentage of the element from which it derives its name, and in certain cases is entirely devoid of it as finally evolved in the shape of castings. As a matter of fact, the only purpose of the manganese, is to serve as a vehicle for introducing a proportion of iron into the alloy, it being practically impossible to secure its uniform blending in any other way. The iron serves to strengthen the mass, while the manganese has little effect if any on its resisting power. Hence, what is in reality only an abbreviated name of a process, has come to be commonly used as the cognomen of a combination in which the denominator plays an insignificant role.

### Inner Tube for Motorcycles.

Inner tubes in bicycle tires and automobile tires, as a rule, are endless, and that is altogether the best construction where the tire cover is easily removed and the inner

tube may be taken out and replaced without too much work, says Tire News. In the case of the motorcycle, however, conditions are radically different. The removal of the inner tube, if it is endless, means the taking down of a large part of the machine, and to one who "motes" with a motorcycle that is a very far from pleasant prospect. The Hanover-Gummi-Kamm company, of Germany, have overcome this by a simple and ingenious patented inner tube. This is practically a ball and socket fastening, made of rubber, one closed end of the tube being moulded to fit exactly into the recessed other end, and being stretched into position. The union is wonderfully good, and the fitting so exact that there is no wear at all, and indeed one would hardly know that the junction is there. Of course the air goes clear to the pointed end, filling the socket so that there is no possibility of lapping or puncture. With this device an inner tube can be replaced on a motorcycle in a very few minutes.

### Shows the Workings of the Motor.

Of all the attempts which have been made to produce a system of diagrams or models by means of which the layman could be brought to understand the working of the ordinary four-cycle motor, without unnecessary explanation, and without the use of technical language, probably nothing has been so successful as the moving picture device which is being distributed by the Reo Motor Car Co., Lansing Michigan. It consists of nothing more or less than a little thumb book, the pages of which are filled with consecutive photographs of a motor in the various stages of its cycle. By slipping them rapidly beneath the thumb, the observer is permitted, as it were, to look into the vitals of the motor and there see for himself just what takes place.

### Evidence of Guy's Prosperity.

Although Mark Guy, the veteran bicycle dealer of Asbury Park, N. J., has entered the automobile business and is now building a new garage at Main street and Lake avenue, he will devote as much if not more time to the bicycle than before. A large part of the garage will be devoted to a salesroom and repair shop and Mr. Guy will continue to handle the line of Pope bicycles.

### How Use Helps Sales.

"It is a long step in the direction of a sale for a customer to find the article he is thinking about in daily use by the concern with which he thinks of dealing. It is a still greater advance if he finds it producing the very effect he is himself desirous of obtaining in his own home," comments a sage observer.

There is cheering news from Norfolk, Va.; according to a local paper "the broom factory in Fortieth street will be converted into a bicycle repair shop."



## BICYCLES ARE NOT BARRED

Postoffice Reverses Itself—Says Rural Carriers May use Either Kind.

Fourth Assistant Postmaster General DeGraw is either possessed of a poor memory or the records of his office are not all that they might be. In December last when the report got abroad that the use of the rural delivery service had been prohibited, the *Bicycling World* wrote him for confirmation of the news. He responded none too promptly that "rural carriers are not permitted to use bicycles or motorcycles regularly on the service of their routes, but may use such conveyances occasionally, for the purpose of resting their horses, at times when the condition of the roads will permit."

This action was taken "in view of the experience had by the department in permitting carriers to use bicycles, it having been found that the regular use of such conveyances by rural carriers was impracticable owing to changes of weather, muddy roads, streams to be forded and the proper care and protection of the mail from loss or damage."

Last month, when Washington advices stated that the prohibition had been raised so far as it was related to automobiles, the *Bicycling World* promptly asked Mr. DeGraw if the "lifting of the ban" applied to bicycles and motorcycles, also. It took him some two weeks to make reply and in doing so he implies that no ban ever existed. He writes:

"I have to say that while no 'ban' has been raised, the department will sanction the use of automobiles, motorcycles, and bicycles by rural carriers where the roads are maintained in good condition and the physical aspects of the country are favorable to their use, but reserves the right to require carriers to discontinue the use of such vehicles and assume the services of their routes in the ordinary vehicles prescribed by the regulations, if complaint is made of unsatisfactory service arising from the use of automobiles, motorcycles or bicycles. Upon request, rural carriers have been granted from time to time, the privilege of experimenting with automobiles in serving their routes for the purpose of testing their utility, so there has been no 'ban' on the use of such vehicles.

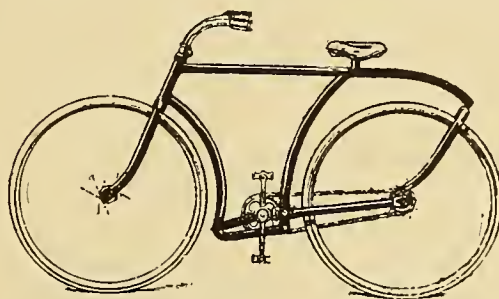
"Rural carriers are required to maintain a fixed schedule in serving their routes, and to serve the boxes of their patrons at or about the same time each day, in order that patrons **having** money order business or other postal business necessitating a personal interview with the carrier, may know at about what time to expect the carrier.

Owing to the greater speed which could be maintained by carriers by the use of automobiles, it would be necessary to effect changes in the carriers' schedules, and if, from any cause arising, such carriers could

### Bicycle with Variable Wheel Base.

Despite the apparent rectitude of the trite assertion that there is nothing new under the sun, there recently has appeared in Paris a bicycle in which there is to be seen a degree of novelty which has not been exceeded since the days when the safety was an innovation. It is known as the Reaction, and was shown by its inventor, M. A. Rey, of 16 Cite Bertrand, Paris. The idea worked out in its construction is that of providing a variable wheel base which could be shortened for hill-climbing.

As will be seen from the accompanying



cut, the top bar of the frame is made much longer than in the ordinary types of wheel, reaching some little distance behind the saddle post, and forming a support for the back stays. The latter, instead of being given the usual slope, are inclined in the opposite direction, and are hinged at both top and bottom. The bottom bracket is slidably mounted on a single bottom tube in such a way that it is free to slide fore and aft of the machine. At the same time, a spring is so placed that it tends to draw it back to its rearmost position.

Under all ordinary circumstances, the tension of the spring is sufficient to hold the bracket in its normal position with relation to the saddle, and the action of the mechanism is perfectly regular, but when extra work is encountered in the shape of a hill, for instance, the added exertion of the rides overcomes the tension, and allows his effort to thrust the bracket into its forward position, the chain serving at the same time to draw forward the fork stays, and bring the rear wheel forward to a point more directly beneath the saddle than that which it usually occupies. The result of this is that the rider himself is slightly raised, and brought forward, the wheel base being reduced by a considerable amount, and the weight concentrated forward of its usual point of application.

not serve their routes in their automobiles, which would necessitate the serving of the routes in the carriers' ordinary vehicles, thus disarranging the schedules and causing complaints from patrons, it would be necessary that they eliminate the use of

their automobiles and continue serving their routes in their ordinary vehicles. The maintenance of a practically unvarying schedule, under normal conditions, is essential to the proper operation of the rural delivery service.

"As to motorcycles and bicycles, there is the additional objection which also obtains as to the delivery of mail by rural carriers on horseback, that it is not possible with this mode of travel to give the same protection to the mails from the weather and possible loss. For this reason it is contrary to the practice of the Department to permit the delivery of mail by rural carriers on horseback, where it can be avoided, and we feel that there is no material advantage for the motorcyclist or bicyclist over the equestrian."

### Leaders in the Dealers' Association.

In addition to the officers chosen by the newly-formed Retail Bicycle Dealers' Association of Northern California, as reported in last week's *Bicycling World*, this board or directors was elected: B. B. Sharp, of Bakersville; F. A. Homan, of Fresno; A. Wright, of Stockton; L. S. Upson, of Sacramento; A. C. Hulbert, of Santa Rosa; F. H. Smith, of Chico; C. W. Williams, of Oakland; A. G. Ehman, of Fresno; G. W. Peyton and C. C. Hopkins, of San Francisco. The officers who will aid in the management are: President, J. A. Desimone, of San Jose; vice president, Joseph Holle, of San Francisco; secretary, J. A. Benson, of San Jose; assistant secretary, A. C. Banta, of San Jose; treasurer, E. A. Doanhoo, of Fresno.

### Extent of a Year's Stealing.

During the last quarter of the year 1905, the police records of Buffalo, N. Y., show that \$1,227.50 worth of bicycle property was reported as lost in that city. The police place a curious interpretation on the terms lost and stolen, however, claiming that a machine which was not left locked by its owner, is not stolen if he fails to find it when he returns for it, and so they insist that not a single bicycle was actually stolen during that period, the opinions of the erstwhile owners to the contrary, notwithstanding. Whether they were stolen, or simply lost, however, matters but little in the long run, and the fact remains that of the total property missing, but \$494.50 worth was ultimately recovered.

### Here's a Putty for Punctures.

A London concern has brought out what it styles a "puncture putty" for inner tubes. All that is necessary is to take a small portion of the putty and press it well over the puncture, and then cover it with a little French chalk or a piece of paper to prevent adherence to the inside of the outer cover. It is unnecessary to clean the inner tube first, and the preparation does not stick to the fingers and make them dirty. The putty is put up in small round tins of vest pocket size.



# IT'S TIME TO GET IN LINE

for the

# National Agency for 1906

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NATIONAL CYCLE MFG. COMPANY, Bay City, Mich.

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Resiliency

and 45 per cent. Saving in Tire Maintenance are the essentials of the ever reliable

## Fisk Bicycle or Motorcycle Tires

Like all Fisk products, they have a Quality and a Construction that is exclusive—real merit—through and through—that makes their distinct superiority apparent.

WILL OUT-LAST TWO OR THREE OF OTHER MAKES

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THE FISK RUBBER CO., Chicopee Falls, Mass.



# THE BICYCLING WORLD

FOUNDED 1877  
and MOTORCYCLE REVIEW

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, FEBRUARY 10, 1906.

## The Get-Together Movement.

On the principle that two heads are better than one, a cycle manufacturers' association—which already is in existence—and a cycle parts and accessory manufacturers' association—which it is proposed to bring into existence—may prove of far reaching benefit and serve more purposes than would the one organization. The three names appended to the call for the meeting of parts and accessory men are the names of three men who have shown themselves to be possessed of the proper spirit who can do much to improve conditions.

The failure of the Cycle Manufacturers' Association to "warm up" over the "Ride a Bicycle Campaign," instituted by the jobbers' organization, is not wholly strange. The jobbers themselves displayed so little real interest in the movement that they scarcely could expect others to shoulder the load which they had proven themselves unable to carry. Not to belittle that effort, which was the first trade attempt in a long course of years to "do things," but it was and is fairly plain that a collection and distribution of the reasons why bicycles should be ridden can be of but minimum effect. Such reasons were perfectly obvious and long

of general knowledge. The real work of bettering existing conditions lies along different lines and sustained publicity of the sort that only public prints can give is the keynote. There never will be any very marked improvement until this fact is realized and is put to work.

If the Cycle Manufacturers' Association and the borning cycle accessory makers' organization are to exist merely to deal with purely industrial questions and not with the one broad one that is of wide general concern, the fact will soon be made clear. It is certain that between them they can do much good both within and without the manufacturing circles. There are many ways in which they can assist the agent and the sports promoters who create publicity, there are ways in which they can better the export situation and there are ways in which the all powerful publicity may be obtained. But if they are unready or unwilling to tax themselves to serve these purposes, the day is lost practically before it dawns.

## Why They do not Resume.

While cash prizes have been offered for the best reasons why bicycles should be ridden, and while the answers have been forthcoming in plentiful abundance, as one man in the trade expressed it, what would be of real interest and instruction would be the reasons why bicycles are not ridden. And, indeed, though the natural replies to the first questions are immediately forthcoming and are practically all of them self-proven truths, the solution of the second is by no means as readily to be found.

Why is it that a man who has been an enthusiastic cyclist at one time, has enrolled himself in this or that club, and has done his "hundred" a day and his two and three thousand a year, with equal measure of pleasure and profit to himself, should be content to drop the pastime entirely, is nothing short of the mysterious. That one who has overdone the matter or who is physically incompetent to stand the slight exertion of riding, should abandon the bicycle is perfectly natural. That one who has allowed his enthusiasm to languish, should temporarily give over the use of the wheel, is perhaps to be expected. But why is should be the case that the mount which was laid away yesterday or the day before, or maybe last fall, should be allowed to rust and moulder for want of attention and lack of use, is indeed a puzzle.

And of all the tens of thousands of men

and women, one time good and consistent riders, who to-day will indifferently admit that their machines are laid away in basement or garret, probably no two will give precisely the same reason for the relinquishment of the pastime. And similarly, no two will agree in giving a reason why they have not taken it up again after a period of rest. Some few of them will admit that they have tried it, or that they have contemplated it at one time or another and the reason reason why the period of contemplation was never passed, as so frequently given, may furnish a clue to the answer sought.

In this connection it will be found that the perishability of tires is, in a surprising measure, accountable for the failure of many men to resume cycling. An instance that suggests this state of affairs was brought home to us only this week. For the rider who is influenced by indifferent health or an exceptionally fair day or the sight of other cyclists to get out his mount again, finds that when he has resurrected it from its resting place and dusted it off, though the mechanism is still in good working order, the tires are no longer serviceable. And so the impulse which otherwise would have taken him out on the road, is overcome by the delay which must inevitably come as a result of the uselessness of the tires, and the need of replacing them. Thus the proposed excursion is set aside till another day, the day which never comes, and the impulse which might have bred so much enjoyment to him, is allowed to spend itself and pass away.

The effect of the period of relegation which they have undergone has been to injure the tires, and they are found to be of little use, if any at all. Just how far the influence of this factor may extend in quenching the lukewarm ardor of one or another to whom a single ride would prove a sufficient stimulus to secure a return of the old time enthusiasm, cannot be told, but it is not unlikely to have played a stronger part than many other reasons that previously have been advanced.

## New Jersey Protests Necessary.

If there is any motorcyclist living in New Jersey or having influence in New Jersey, who has not yet seen or written his representative in the legislature and protested against the Freylinghuysen bill, it behooves him to do so without further delay. It is the custom to rely in "the other fellow" to file a protest and imagine that one more or





When the New York Motorcycle Club Posed for its Photograph.

one less will make no difference and there is danger in this sort of reasoning. It has been made fairly plain that Senator Freylinghuysen himself has no sympathy for motorcyclists, the automobilists are interested only in themselves, and unless the motorcyclists bring every possible ounce of pressure to bear, they will be "up against it hard," and none will feel it any harder than the riders of the neighboring States of New York and Pennsylvania. The bill seeks to tax them \$2 for each excursion they make into New Jersey. The bill has strong backing and is not to be considered too lightly.

Mayor Mott, of Oakland, Cal., will not be popular with those "six business" girls, for he has signed that "hateful" bicycle ordinance which the town council passed recently. The ordinance prohibits sidewalk riding in any part of the city, the minimum fine for violating which is five dollars.

#### Airing the Anti-Motorcycle Bill.

February 20th has been set as the day for the public hearing on the iniquitous Freylinghuysen bill which is pending in the New Jersey legislature, and which strikes hard at motorcycles. Originally the hearing had been slated for Tuesday last, and on that day quite a number of the rabid anti-automobilists were on hand in the State House at Trenton and made themselves heard. The opposition to the bill, however, was not represented because of an understanding that the hearing would be postponed until a later day.

The Federation of American Motorcyclists, after having lodged with him a protest and explaining the motorcyclists' position, has been endeavoring to get an expression of opinion from Senator Freylinghuysen himself, but apparently no sympathy for motorcyclists can be expected of him as he has persistently refused to reply to communications. The F. A. M. has, however, stirred up the whole State, and will have a strong battery of oral artillery to oppose the measure on the 20th.

The Brooklyn Motorcycle Club, at its last meeting, voted to offer the F. A. M. financial help to assist in defeat of measure.

The bill, as is fairly generally known, proposes an annual per horsepower tax on both the man and his machine and seeks to extract \$2.00 for a single day, or \$1.00 per day for longer periods from non-residents, while dealers will be required to pay \$50.00 for a general license. All licenses are revokable at the pleasure of any magistrate or justice of the peace, and cannot be restored for any reason within one year. No licenses will be granted to any person under eighteen years of age, and none will be issued to anyone until the applicant has filed his photograph and undergone an examination.

#### Seeking the F. A. M. Meet.

In Rochester, N. Y., a movement is afoot to have the annual meet of Federation of American Motorcyclists held there. From Chicago also comes word that it is not improbable that an invitation may be extended.



# THE BICYCLING WORLD

## RACERS MAY FORM UNION

**Western Riders Believe they Need Protection—Other Developments are Possible.**

Salt Lake City, Utah, is to have a racing cyclists' union. Ten of the leading speed merchants of that city met last week and decided to organize to protect their interests during the coming season. Formal organization was not effected, but a committee of three—Hardy Downing, Walter Bardgett and Iver Redman—was appointed to draft a constitution and by-laws and report at a future meeting.

Just whether there is more in this combination than is apparent on the surface will take more than one scratch to ascertain, but it looks very much like there will be big things doing in the Mormon City this season.

As has been told in the *Bicycling World*, the management of the Salt Palace has been changed, F. E. Scheffski, official handicapper for the National Cycling Association for that district last year, succeeding Harry W. Heagren. Monetary disagreements was the cause of Heagren's retirement. He went to California and was going to build a track at either Los Angeles or San Francisco and after having been promised a site for a comparatively low figure, the price immediately soared up to \$100,000 when the owners of the land learned for what purpose it would be used.

Now, Denver wants Heagren to come to that place and try to remove some of the stigma which that track received last season, but the promoter would rather remain in Salt Lake, where he has business interests. Simultaneously with this information comes the news that a coterie of capitalists have on the tapis a project to erect another eight-lap saucer in Salt Lake, the proposed location being in the Utahna Park on East Temple street between Third and Fourth, south. The only apparent obstacle in the path is the doubt of securing a N. C. A. permit. If the track is built it will be offered to Heagren.

The former manager is immensely popular with the local contingent out there, and at the six-day race all the Western riders were loud in their praises of him. "Heagren sees a fellow through when he's down and out, and where he goes we will follow," was the way one rider put it and the others voiced assent.

## Earnings of the Foreign Cracks.

According to a table of the winnings of the leading German riders during 1905, among the middle distance men, Robl heads the list with a total of \$6,800, which, however, represents a decrease of fully \$3,500 from his takings of 1904. Guenther won \$6,500, Willy Schmitter \$5,500 and Demke \$5,450. In the sprinters' class, Willy Arend took the lead with \$1,150, while of the for-

eign riders who competed in Germany, Piet Dickenmann, the Dutchman, won nearly \$5,000; Contenet, \$3,500, and Tommy Hall and Simar, more than \$2,500 each.

## Hampshire Heads Mileage "Fiends."

Although the complete table of mileage and century competition of the Century Road Club of America for 1905 is, as usual, tardy in making its appearance, William J. Hampshire, of San Jose, Cal., has been announced as the victor in both classes.



W. J. HAMPSHIRE.

From January 1 to December 31, 1905, this sturdy Westerner covered 11,826 miles and 73 centuries, making a total of 19,126 miles, a distance equal to three times across the American continent. The San Josean's best month's riding was during September last, when he rode seventeen consecutive centuries and 2,700 miles, which, by the way, is the California record for road riding. Hampshire has been elected centurion for the California division of the C. R. C. of A. and promises to "do things" in his State this year. He also is a prominent member of the Garden City Wheelmen, of San Jose, which organization has presented him with a gold medal for his good work.

Fred F. Perreault, of Malden, Mass., was second in the century competition, and Emil Leuly, of Hoboken, N. J., third. In mileage, Thomas W. Davis, the "grand old man," of Peoria, Ill., was second, and Noble O. Tarbell, of Lake Geneva, Wis., third, but the figures of their performances are not yet forthcoming.

## FOR MOTORCYCLE ACTIVITY

**Metropolitan Clubs Meet and Arrange Programs—Team Races Scheduled.**

There will be no lack of motorcycle activity in the metropolitan district this year. This was made plain at a meeting of the representatives of the New York and Brooklyn Motorcycle Clubs on Wednesday evening last. Both organizations are bent on "doing things," and have gotten together in a fraternal spirit in an endeavor to so arrange their programs that there will be no confliotions. As a result of this conference, the following fixtures were agreed on:

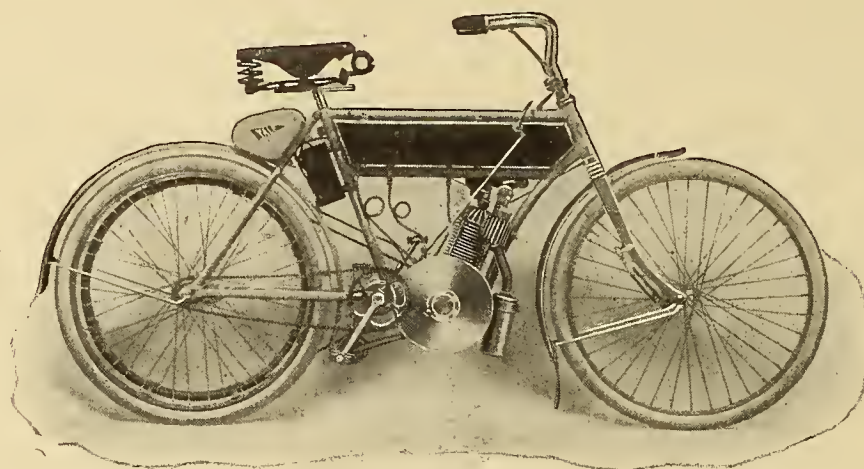
April 22, New York Motorcycle Club spring century run; May 6, Brooklyn Motorcycle Club spring century run; May 30, New York Motorcycle Club annual hill climbing contest; July 4, Brooklyn Motorcycle Club 250 miles endurance contest on Long Island, provided it does not conflict with the national contest held annually by the F. A. M. Labor Day was left open, but probably will be utilized for a race meet to be held jointly by the two clubs.

This is by no means the entire list of events that will be held during the season, as each organization has several others which will be run on Saturday afternoons and Sundays. At Wednesday's meeting, President Nason, of the New York Motorcycle Club, announced the gift of a handsome silver cup for a 50-mile Inter-Club Non-Stop team contest which will be certainly held during June. President Carritt, of the Brooklyn Motorcycle Club, then let it be known that his organization would provide individual medals to be awarded the members of the winning team; also that his club would offer a cup for a return contest of the same sort to be held in August in Brooklyn, for which the New York Motorcycle Club in turn agreed to provide the individual medals. The rules for these team contests—which will be the first held in this country—have not yet been worked out, but generally speaking, the awards will be made on a basis of points, each rider being debited with one point for any stop he may make for any purpose.

## Child that Swallowed a Bicycle.

Evidently some people are born with the taste of cycling already developed, to judge from an incident which recently happened in London. A child swallowed a bicycle—a toy one, but nevertheless a bicycle—and as such a progressive style of diet did not agree with his digestion he was taken to a hospital, his throat cut and the cycle brought out through the incision. Some one rises to remark that had it been a motorcycle it could have been driven out under its own power.





# THE YALE-CALIFORNIA MOTORCYCLE

was the talk of the Madison Square Garden Show, and  
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Come, join our ranks and finish with the winners. Get our proposition  
for 'tis the best ever.

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## YALE and SNELL BICYCLES

are also winners and have landed many good agents with a bank roll  
at the end of the season, besides many satisfied customers.

A line will bring our catalogue.

"DO IT NOW."

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THE CONSOLIDATED MFG.      =      =      Toledo, Ohio.



## THEN HE TRIED INVENTING

### It Resulted in a Motorcycle and When he Tried it Things Happened.

"Here is a brand new 'experience' story for you," said the long old timer, lounging up to the Bicycling World man. "It is new, and it is good, and I am going to tell you the whole of it—only on the condition that you will give me your word of honor that you will never reveal to a living soul the names of the parties mentioned therein, nor the locus in quo. For as you will see presently, that would mean giving offense to a good and harmless soul, and one to whom I would not for the world do even so slight an injury." Saying which, he drew the scribe into a corner of the room, and having seen to his wants in no stinting fashion, proceeded somewhat as follows, except that he used sundry names which have not been set down, and that the scene of the incident he related is not given.

"As you may or may not know," he began thoughtfully, "I was born and raised in a little town a good many miles from here in what would probably be called a rural district. I lived there until I was a pretty well grown lad, and then moved to the country seat nearby, from which I later came to the city where I have since made my home. Of course, I kept up a certain amount of interest in the old village, and have always been in the habit of going back there for a few days every summer. Naturally enough, I have some very good friends down there who are deeply interested in my welfare. But that has nothing whatever to do with this story, which is about a motorcycle which was built by one of my friends, and which came into my possession for a time, and passed out of it in a somewhat dramatic manner shortly after I assumed its proprietorship.

"There was a fellow down there, of about my own age, who used to be my 'buddy' when we were lads, but whom I lost track of it for a while after I left town. You see, after my folks had moved to the next town, I used to go back to the old place once in a while. There was a girl in it, of course. After a couple of years I took it into my head to go back and see the old place, and it was then that I heard a bit of news that made me lose interest in my old chum, and get sore on the whole world for a while. You know now what it was without my stopping to tell you. He and the girl I was telling you of, had been married for something like a year. I continued going down there after that, though, and didn't feel happy unless I had spent at least a part of my vacation in the village, knocking around with the boys and getting filled up with fresh air.

"I always took my bicycle with me, and many a good ride I had, despite the condition of the roads, which are far from what they should be. In the course of these

rides I often met my old-time rival, who was a good deal of a cyclist himself, it seemed, and withall something of an inventor. He always had been of a mechanical turn of mind, but he never let it get away with him until after one summer when he missed stays in taking a dive into the creek, and bumped his head against a log. In the course of several years after that he turned out a few useful things which really did him credit, and finally perished by his own hand—inadvertantly, mind you—as a result of an attempt he was making to drive a well in his own yard, and his lack of acquaintance with the peculiar characteristics of nitro-glycerine. But that has nothing to do with this story, which is about a motorcycle, and how it came to grief.

"The year after he was taken away, I went down to the village as usual, and in the course of my two weeks off, happened to meet his widow, and the upshot of it was that I got to going around to see her pretty often. The natural result of this was that the widow asked me one day if I would look over a few things her beloved spouse had left behind him that eventful day, in a little shop where he had been in the habit of spending something like three-quarters of his time, and which was about half full of the oddest contraptions you ever saw. She wanted me to make a sort of inventory of them, and to save out anything that seemed to be worth keeping, so that she could sell the place, as she was planning to do shortly. I complied with her request, and in the course of an afternoon's work, unearthed the motorcycle of which I have spoken, and which had created quite a stir in the town first and last. It was destined to create an even greater stir before it ceased to be of use, but, of course, I could not foresee that, or possibly I should not have taken quite so lively an interest in it as I did at the time.

"Originally it had been a bicycle, of crude and massive design, shod with two-inch tires, and equipped with long spidery handle-bars, and a saddle that looked like some sort of a hammock. His nibs had made a motor to go with it, that certainly did him credit, and had mounted it in the frame in a style which certainly was not bad. The motor was all right, and the wheel was all right, but when it came to the drive, he had evidently been put to it to get something original until he had hit upon the idea of using a friction gearing. This he had experimented with for some little time, the widow told me, and had brought it to its present state of completion only after a deal of trouble and the expense of considerable thought and labor. The result certainly looked well enough, and doubtless might under some circumstances, have been of some use to some one who thoroughly understood its nature, but for one who took it up after the builder had gone the way of all men, it was not wholly a success, as you shall see.

"To the rear wheel a circular plate had been attached, by means of clamps which

took hold of the spokes, and which was fixed to the hub by means of half a dozen flat spokes which were riveted under the ends of the spokes themselves. The crank shaft of the motor was fitted with a bevel gear at one end which meshed with another on the end of a long driving shaft which ran back to a bearing on one of the seat post stays, and beyond which it extended considerably. It was splined, and on it was a small friction driving pulley which could be slid along it by means of a lever on the upper tube which was connected with it by a couple of rods. Of course, this pulley pressed against the ring on the wheel and drove the thing, and as you can readily see, it was possible to alter the speed as much as you liked by simply altering the position of the pulley, or even to stop altogether without cutting out the motor, by running the pulley off the disc on the inside.

"That much I saw at a glance when I stumbled over the thing in the loft, and was mightily tickled with the idea of it. So much so, in fact that I asked the widow about it and learned that although her late lamented lord and master had spent quite a portion of his time on the contrivance the previous year, he had never got much satisfaction out of it but once, and on that occasion he rode off in high glee, and did not return until late in the evening, when he refused to tell anything of his whereabouts during the day, or what had happened to the mount, which he was trundling when he came home. After that, so she thought, he had not touched it again up to the time of his death, for it had lain in the loft over the shop all that time, and he had never so much as mentioned it. This might have been a warning to me, I suppose, but I was so taken up with the clever idea of the thing, that I refused to listen to the voice of caution within me, and when, at the expiration of my vacation, I began to talk of going back to the city, and came to bid the widow farewell, she insisted on presenting me with the motor cycle complete as it stood.

"Of course, I refused to accept it at first, telling her that she could not afford to part with it, and that it might someday prove to be a valuable acquisition, on account of the patents which her late lamented husband had taken out on it. But she kept on insisting, and telling me that in the event of such a thing, I should be able to repay her perhaps, but that otherwise, I ought to take it in remembrance of the services I had rendered her, and so, finally, I consented to take charge of the thing.

"It was arranged that I should take it with me when I left that night, and accordingly, I called in the afternoon to make sure that everything was in good condition, and to fill up the tanks and try out the motor. I found, somewhat to my surprise, that it ran beautifully, notwithstanding that it had been standing idle for so long a time, and though I did not try it, felt confident that I should be able to get on famously with it on the road. When evening came, we lingered about after supper for some little



me, until the air had cooled off after the sultry heat of the day, and then, just as it was beginning to grow dark, I took my leave, offering my very best thanks to my hostess for the gift which I was taking with me, as you may be sure.

"I pedalled out of the yard, with the driving gear set neutral, that is to say, with the little pulley pushed back out of contact with the disc on the rear wheel, and found that the machine ran very comfortably, despite the hundred and fifty pounds or so of motor that was slung in the frame. After I had turned into the main road, I switched on the spark, and gingerly pushed forward the little lever on the upper tube, throwing the motor into gear. There was a squeak and a little squeal from the pulley as it slipped for an instant, and then the gas took hold, and I felt the motor jerk. After a minute or so the exhaust began to bark out in a savage way that nearly frightened the wits out of me, and then as I pushed the speed lever still further forward, I found the machine overrunning my feet, and stopped pedaling. It was all right for a minute or so more, and then a combination of slipping driving gear and misfiring motor brought me to earth with a twist and a bold straddle half way across the road.

"I tinkered with the gas for a while, until I got things running more smoothly, and then gave my attention to the drive, and after a little time spent in fumbling with an adjustment on the fork stay which evidently was intended for the purpose, succeeded in drawing over the shaft enough to increase the tension and secure a better contact between the pulley and the driving ring or disc. After that, it was simply fine. The thing ran like a bird, and what was more, I found that I could regulate the speed to a nicety without bothering with the motor at all. It would keep running at its regular rate, and all the while the machine was going faster or slower according to the position of the little lever between my knees. Apparently, however, the frame was not as stiff as it might have been, for every once in a while, whether for this, or some other reason, the drive would take a fit of slipping and for a minute the motor would race like mad, and then would take hold again with a grunt and a squeal from beneath me that threatened first to stop it and then to throw me off when it picked up again, which it did with remarkable quickness.

"At last I came to a bridge over the very creek in which the late inventor had taken his disastrous plunge several years before, and as it was fast growing too dark to see the road, was minded to dismount and light my lamp. The bridge was one of those wooden concerns which are to be found so often on country roads, supported at either end by a pair of diagonal trusses and a vertical tie rod bolted into the string piece underneath. As the truss was rather low, there was no guard rail except at the ends for a short distance where the approach was otherwise unprotected. Just midway, I stopped, shutting down the motor, and

propping the mount against the truss while I lighted up. When I got the lamp going after a struggle with a refractory wick, which was badly clogged, I laid hold of the machine and drawing it out into the centre of the driveway, proceeded to mount. I was greatly elated at the way the thing was running, and was perhaps a little inclined to be proud. At all events, I attempted to do what I should have not attempted under any other circumstances—start the motor before mounting.

"Of course, as I reasoned with myself, this was perfectly possible with a machine having a gear of the sort, since the engine was perfectly free of the driving gear except when the latter was thrown in. In order to do this, I decided, it would only be necessary to give a twist to the fly-wheel which was on the opposite side of the motor from the driving pinion, and then regulate the spark enough to keep the thing from racing itself to death. Accordingly, I flooded the carburetter, retarded the ignition as much as possible, and after a preliminary twist or two, and a murderous back-kick which nearly wrenched off my arm, had the satisfaction of hearing the exhaust begin to beat regularly. I advanced the spark lever, and caught a sickly whiff from the muffler, and then with a sharp push, jumped into the saddle and threw over the speed lever without attempting to gain the pedals.

"Just what happened during the next few seconds, I never expect to know fully. I have a dim recollection of hearing a deadly shriek from the driving pulley, of being impelled suddenly and imperatively backward, of hearing a crash and seeing a blinding flash as something came violently into contact with the back of my head, and then of knowing nothing more for a long time.

"When I came to myself, I was lying on the very edge of the bridge, with one foot projecting out into the night over the brink—and alone. Slowly, and with great effort because of the pain in my head, I struggled to my feet, and gazed about me in the gloom. There was nothing to be seen of my motorcycle, and I have never seen it since. After a few minutes of vain search, I staggered off along the road in the direction of the town and my hotel, and was met at the door by a solicitous landlord who seemed much worried at my long absence, for I had been away since early morning. I told him nothing, and the next morning, after a walk back along the road I had traversed the preceding night, I took my train for the city.

"No, I never saw a sign of the machine. You see the creek is very deep just below the bridge, and the water is always so muddy that the bottom cannot be seen. I did think I saw a new ripple just below the lower end, however. What happened? Well, it has always been my impression that when I turned over the motor that time, she started backward, and that when I jumped on, she was running so strongly that she simply reversed the bicycle, and drove it under

the truss and into the water. I never shall know, however, for the blow, and the awakening alone several hours afterward, gave me such a shock that I didn't recover from it for many a day."

#### Germany Regulates Motor Pacing.

Germany at last has officially decided to abolish windshields as applied to pacing motor bicycles. This radical change was brought about at the German Tracks' Association's annual meeting in Berlin on January 14th, when a petition signed by nearly all the continental pace followers, asking for the abolition of windshields, was presented. The proposition naturally created a lively debate, but was finally passed by a large majority. The decree, which is unmistakable in its meaning, and leaves no chance for "hedging," reads as follows: "The fixing of windshields and any other artificial means of protecting the pace follower is prohibited." Thus, it is hoped that the German motor paced events will henceforth provide more sport and fewer casualties. The association also decided that the front wheel should have a diameter of at least 24 inches, and be so built into the frame that the follower, when the right or left pedal stands horizontal and forward, should not touch the front wheel either with foot or racing-hook; in other words, the rider must be able to turn his wheel within any angle. Entrance fees are abolished.

#### Millionaire-Champion now a Motorcyclist.

C. C. Hopkins, the San Francisco dealer, reports the sale of the first 1906 Indian tri-car to Walter S. Hobart, the San Francisco millionaire and champion polo player of the Pacific Coast. The day he bought it he drove it around the bay to his country home at San Mateo. "Although Mr. Hobart is the owner of an expensive automobile and a large stable of the finest thoroughbreds, the little tri-car caught his fancy the first time he saw it and in less than an hour he had made a bargain for the machine and closed the deal by a check," adds Mr. Hopkins.

#### Date Fixed for International Race.

In accordance with the lifting of the International Cup for motorcycle races from France last year, the contest will be run off in Austria this season. The first challenge for the trophy has just been received from Germany, the German Motorcycle Club having at the same time asked permission to run off its eliminating trials over the Sarthe course should the authorization to hold them in Germany be refused. If this is the case, there will be three races held on the course: the German and Austrian eliminating trials on June 3 and 4, and the International Cup race on June 29.

"Motorcycles: How to Manage Them." Price, 50c. The Bicycling World Co., 154 Nassau Street, New York.



## EFFECTS OF MATRIMONY

Part it has Played in Touring not so Large  
as it may Seem to be.

"That large numbers drop out from the ranks of tourists annually is undeniable. Matrimony, and the subsequent arrival of a rising generation, necessitate men—and women especially—taking an entirely new view of life, and they who once took themselves a-touring at least once a year are often compelled, by their new responsibilities, to make a sacrifice, and find their pleasure in the milder and more prosaic way with the family at the seaside," says Jock in the Scottish Cyclist. "My own circle of touring friends has been sadly reduced in this way, but I would not attempt to argue from the fact that the cycle tourist is becoming an extinct species. As the old hands drop out, so do the new falter in, and happily the latter appear to more than counterbalance the loss. The new brigade of cyclists does not, I admit, put forth the tourist in the same ratio as did the old; but this is hardly a matter to cause surprise. Many who take to the bicycle nowadays regard it almost from a utilitarian point of view, and they are very largely recruited from a class for whom the beauties of nature and the pleasures peculiar to Bohemian wanderings have but little charm. They include also a very large number whose means and whose spare time, even if they have the inclination, do not permit them to participate. Still, on the other hand, after allowing for these, there still remains ample material to provide the new brigade of tourists, and though, as I have said, they are not perhaps in the same proportion to the whole body of cyclists as they were a couple of decades ago, there can be no doubt that at the present day they represent a more numerous and rapidly-increasing section.

"The veteran tourist suddenly wakes up to the fact that he has grown lonely. He is out of joint with the world, or at least that particular section of it in which he has hitherto moved. He is the last rose of an old summer; his contemporaries have faded and gone, and the new brigade do things in a different way, and look upon cycling and cycle touring from a point of view which he does not understand, and with which he finds it somewhat difficult to sympathise. It may be that the new hands are different in their tastes and ways, but is it not just as likely that the old ones have themselves changed with the passing years? May it not be that the glamour of remembrance hovers round those early days, and that we frame them in rosy tints mixed on the palette of our then fresh enthusiasm.

"Four years have elapsed since my last tour abroad, so that I cannot, even if I would, say from my own experience how

matters stand; but neither then, nor previously, did cycling touring appear to me to be much practised in France. Most of those whom I met were Britons, and I do not think the number of our countrymen who cycle on the Continent is ever large compared with those who travel in their own land. The bother of boats and trains, and the language difficulty, deter most, so that when we talk of the decline or otherwise of cycle touring it is with our own people in their own land that we must deal. The falling off among one's own circle—as I have shown above—proves nothing, and to judge a tourist by his bulk of baggage is entirely erroneous. Personally, I travel in the lightest marching order, and have done so for many years. I do not see that the absence of a big pack infers a tourist decadent, any more than a half-hundredweight of it would be a hall-mark of genuineness. I can do a fortnight's wandering with scarcely a symptom of luggage about me, and if I prefer ease of driving to a luxurious outfit I am none the less a bonafide tourist on that account."

## Perverved Proverbs for Cyclists.

Be first and jeer not.  
Barking dogs seldom bite.  
A light in time saves a fine.  
Little spokes bear great folks.  
Empty tires make least speed.  
Put a stout heart to a steep hill.  
Spare the oil and spoil the ride.  
A contented cyclist is a joy for ever.  
All are not thieves that dogs bark at.  
Where there's a wheel there's a way.  
The loud report bespeaks the empty tire.  
Small meets make the heart grow colder.  
A wheel in hand is worth two in the shop.  
A seat in the saddle is worth two in the mud.  
A puncture deferred maketh the heart glad.  
Never look a gift machine in the name plate.  
He who hesitates is lost, in a devil-take-the-hindmost race.  
The proof of popularity is in the attendance—at race meets and club runs.  
One man may lead a patch to puncture, but twenty cannot always make it stick.  
A still tongue maketh a wise head, but the cyclist who asks the road gets there first.  
A rolling stone gathers no moss—but a revolving tire often becomes a tacks collector.  
Twice armed is he who has a turn of speed; but thrice armed be he who gets his jump in first.

"From cycle racing to base ball," would be an alluring title for a descriptive story of the famous old Manhattan Beach track. The historic oval where so many soul-stirring finishes were witnessed, is, as was told some time ago, no more, and now comes the information that it has been sold to a syndicate which will hold Sunday baseball games there next season.

## BOSTONS WILL EAT TO-NIGHT

Oldest Club to Celebrate 28th Anniversary  
—"Summons" Unique, as Usual.

The good old Boston Bicycle Club, founded Feb. 11, 1878, is to-night (Saturday), holding its twenty-eighth annual dinner at "Hendries," of course. The "summons" sent out by the club are quite in keeping with its historic traditions and show the inimitable handiwork of "Papa" Weston. In part it says:

"Again does Time's remorseless whirligig add another to the years which, bringing to each of us his apportioned experiences, bring also the joys of our annual foregathering much to make amends for the trials and tribulations that may have beset us. For this is the time when our good men and true once more assemble round the social board, and in our Annual Dinner find another of those rejoicings which for a brief hour or two shall banish one's cares and perplexities, rekindle the enthusiasm of Seventy-eight, and make us live again in the days when years were younger and thews were stronger.

"The day is Saturday next, and the date this year falls upon the 10th of February, inst. Then once more will we meet at the only 'Hendries,' then again shall the club bugle sound the dinner call, given as only Charlie Reed can give it, and then shall the 'lock-step' line, of Park Square, of Boylston street, of Union Park, of St. James avenue, and of heaven only knows how many other places besides, move for the banquet hall promptly at seven o'clock p. m. The dinner itself is to achieve more nearly than ever the family-like simplicity which we have aimed at ever since the earlier years when the commonplace hotel banquet began to pall. The joints will be carved and all comestibles served at the table, to effect which, four of our members will officiate as carvers. And the 'copious largesses of amber brew' (again vide Quin. Kilby) will be drawn from the wood in the dining hall right before our eyes, and under the direct and careful supervision of our President himself.

"And after the more solid features of the repast have been disposed of, there will be (Quin. Kilby once more) 'Chic Vaudeville' to regale us, and those who rejoice, as who does not, in the 'concord of sweet sounds' with handmaidens of beauty in assistance, will find the minutes fly all too swiftly.

"Evening dress is forbidden. The club badge in coat lapel will be considered exceedingly good form."

As usual, the unique invitation is pre-embellished by one of Quin. Kilby's trite jingles, to wit:

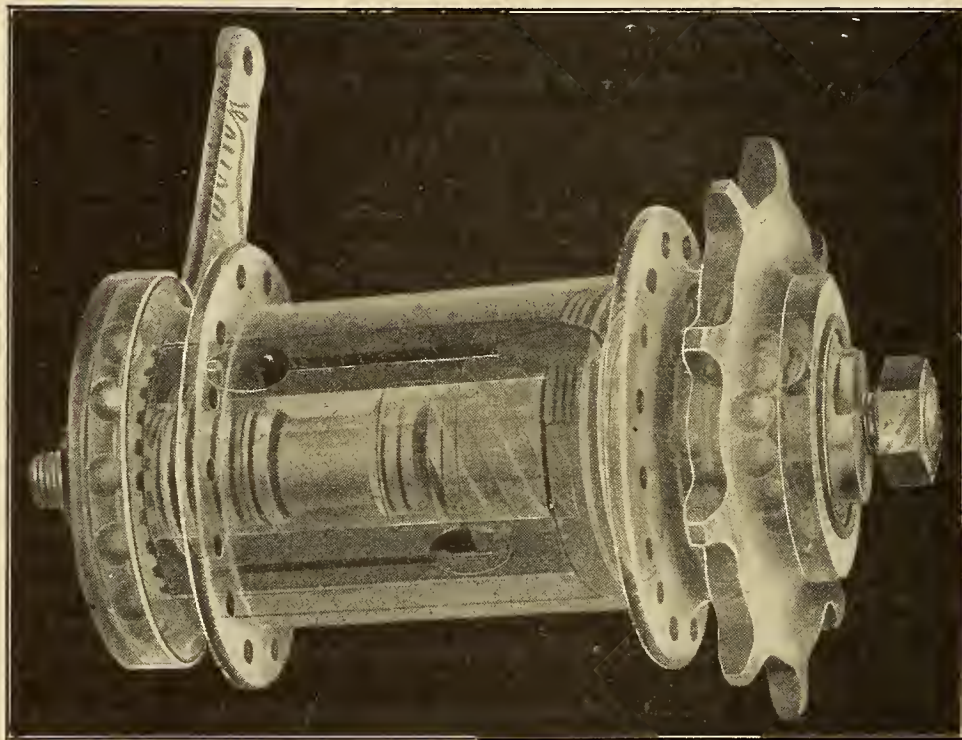
"Most of the men who tempted Fate,  
"By riding the wheel in Seventy-eight,  
"Are with us still 'to put in big licks'  
"On the modern wheel of Nineteen-six."



# THEY ALL TELL THE SAME STORY

"I have applied the Morrow to  
to a goodly number of cycles and  
have yet to learn of a failure or  
of one that has not given perfect  
satisfaction."

T. H. MANN,  
Randolph, Mass.



Today  
is a good day to decide on the

# MORROW

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## TOURS OF EXPLORATION

## Outings not often Indulged in—One of the Sort in the Sunny South.

"When cyclists talk of poor roads they make me just the least bit weary," writes an old New Orleans cyclist. "The trouble is that most of them so consistently stick to the smooth roads that they become 'tenderfeet' and think that any road that isn't as smooth or as hard as macadam is a poor road. If they got off the beaten paths a little oftener and explored the to them unknown roads they would get more fun and instruction out of cycling and, incidentally, become more expert riders.

"The finest rides I have ever had in my life were on these exploring tours. There's not much good road in this part of the country, but there's a lot that's rideable if a man is not too dainty or too much of a tenderfoot, and there's some that is walkable when it isn't rideable and a little walk never hurt anyone.

"How I would like to take some of the tenderfeet over, say, the road from Ponchatoula, La., to Bay St. Louis, Miss., via Honey Island. That's a ride that all the 'butterflies' hereabouts said was impossible. But five of us made it and glad we are of it, too. It is a ride worth telling about.

"The roads are sandy, very sandy, in many, very many, places between Ponchatoula and Bay St. Louis. The sun is hot from morning until night. To get into Honey Island and out of it again is harder than a Chinese puzzle. There are reaches where the houses are ten miles apart. There are stretches where the road is a suspicion only. They must be hardy riders and game who make the trip. But in the 114 miles that intervene between start and finish there are long vistas of forest, with the sun sifting through the green leaves glancingly; there is mile after mile of piney woods, where the very air you breathe is the palpable elixir of life; there are glimpses of homes nestling in out of the way corners; there are lanes that in their striking beauty seem cut out of picture books; and over all there is the veil of peace.

"Is the trip worth taking? To one who can spare the time it certainly is. There is work, hard work, in covering the distance in two days, but to spend twice as much time in the passing is to double the pleasure derived and for the cyclist who feels the longing for out of doors, for woods and wilderness, for freedom and sunshine and motion no better prescription can be found.

"From Ponchatoula to Madisonville, across the shady Tangipahoa, on a ferry as old as the trees around it; from Madisonville to Covington, through piney woods and sand; from Covington to Abita Springs; from Abita Springs to Pearl River Station, through the heart of Honey Island; along

Indian Bayou and across the Pearl River, into Gainesville, where she sits under a hill under giant liveoaks garlanded with moss; up hill and down dale to Pearlinton; along the ridge of Brown's vineyard, with its cool nooks and clinking glasses; down the shell road, with the smell of salt waves in your nostrils and the pedals whirring joyously, and then into the Bay—that is the trip I took only recently with fellow cyclists and it is an exact replica of the same trip the identical number of us took back in '97. Nothing had changed except the people.

"It was on Friday evening that we rendezvoused at a restaurant in New Orleans and implicitly obeyed the instructions of our leader and pacemaker to 'lay in plenty

seemed, than we were awakened by a gruff 'Git up,' and after a hasty breakfast we mounted our wheels, shouted 'bon jour,' and were following the pacemaker's rear wheel up the dusty road. Seven miles was reeled off and Tangipahoa's lazy surface cut the road in half. A call of 'ferry' and a flat-bottomed scow was pulled to us by an old man with a white beard, who used a rope stretched across the river in the nature of a trolley wire for the purpose. In the boat, beside himself, was a single wagon, drawn by a mule, a woman, several children and a few dogs. The ferry boat landed without any of us upsetting in the limpid water and one of the fellows asked the ancient mariner how long he had 'toted' people across the river, expecting the latter, of course, to fold his arms and dramatically exclaim 'I have been here more than seventy years and my father kept the ferry before me, sir.' But he didn't, and without changing a muscle of his patient face said 'Bout a week,' and then vouchsafed the information that his name is John Henry Blank, that he lives in the house up yonder, raises a few vegetables, while his wife raises children.

"Landing, we hit it up and after a hard ride reached Madisonville, where we dismounted and worked the kinks out of our legs by walking 'round a bit. To Covington the roads are fairly good, in our sense of the word, and another stop of half an hour was made. After missing the road three or four times, Abita Springs hove into sight, thirty miles having been covered since the start, an average of something like thirteen miles an hour actual riding time, which is going some on those roads.

"Here we have dinner, and what a dinner it is. There is chicken and steak and potatoes and milk and a big dish of tomatoes. There is light bread and a big dish of hot country biscuits. And how it did disappear down those five throats. It takes until one o'clock to digest the meal and the journey resumed through a long stretch of piney woods, whose sparsely benedicted limbs accentuated the heat of the sun. The road was sandy. The air was stifling. Twelve miles was covered with one breathing spell that was worse than riding and it was no wonder that we slacked up at the first cabin we came to.

"The house was a little one, standing back from the road without the friendly presence of a tree in a stone's throw. There was a woman on the porch, gazing curiously. She was barefooted, had a voice as expressionless as the sighing of the wind through the pine trees and a face as colorless as her life. In her arms she carried a six months' old child, as bare of clothing as when it first made its debut on this mundane sphere. Four other children, the oldest six, clustered around her knees like a brood of biddies around the mother hen. There was a pump in the yard that had to have several cups of water and more coaxing before it provided entertainment. We rested here for an hour for want of a bet-



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of fuel.' The meal over we took the train for Ponchatoula. Arrived we found supper waiting. 'Eat again,' said one of the boys, 'and eat hearty. Ten meals a day is about the proper diet on a trip like this,' and he attacked the chicken voraciously, remarking between munches that the bird had evidently been the recipient of a thorough course of gymnastic training. After supper it is too early to go to bed so a stroll is taken. In a small shop five glasses of grape cider as red as circus lemonade and with a reminiscent taste about them, are disposed of. The trip of exploration is continued to the manifest indignation of several scores of dogs of high and low degree and the discomfort of a lot of cows which are peacefully sleeping on the sidewalk. By nine o'clock everyone is in bed with the exception of one of our party who has developed a 'pow-ful' toothache and spends the night in doctoring it, starting with a quid of tobacco and ending with an injection from his oil can and a potion of graphite.

"Scarcely had we dropped to sleep, it



ter place and then asked the woman the direction to Nicholson. She had never heard of such a place, but informed us if we would go to Wylies Post Office, several miles distant, we might find out. In the meanwhile she had put on a pair of shoes, without stockings, for our benefit, but refused to let us take her picture because she wasn't dressed. It was true, the lack of raiment was noticeable.

"The sand was hot enough to melt the tires when we resumed the journey, and after several miles had been covered the road branched. There was a long discussion as to the right road to take and the one chosen at random was abandoned after three miles of wearisome riding. We returned to the other branch of the road and made a fresh start. None of us knew where we were 'at.' Another house and four women were found who hadn't enough intelligence to keep books for a fruit stand. They ranged in age from 18 to 80 and all of them believed that Nicholson was 'Bout a mile, mile an' a half or two miles up the road.' Up the road we wheeled and crossed a stream where there were five or six regrettable looking roads. One was taken at random and the ride resumed. Four miles and another house of rather pretentious size was encountered and we slowed up for directions. The house had only one occupant, an apathetic man of some thirty years who is remarkable for his utter lack of knowledge. He thought the road on which we were riding would take us into Columbia, but didn't know whether Columbia was one mile or 100. He thought there was a remote chance of reaching Pearl River Station and threw out vague hints how to reach there. We made the best of it and after retracing our path to the stream, which we learned was called Talleshek, came to a fine house five miles out on a new road. The owner is a fine looking old man with a large family. He told us we were 18 miles to Pearl River Station and gave us directions how to get there. We decided upon Pearl River Station as a resting place for the night. It was then about 4:30 p. m.

"The sun sank lower in the heavens. The country was picturesque. Houses became more frequent and there was an air of pros-

perity on all sides—not arrogant, but comforting. The road was frequently shut in by hedges and the woods through which it wound at intervals was sweet with the breath of magnolia blossoms. Our feeling of uncertainty was dispelled; definite purpose and the prospect of ultimate rest lent new strength to our wearied muscles. Mile after mile was reeled off, when we halted at a comfortable looking cottage for another cooling draught of sweet artesian water. We were informed that Pearl River Station is only fifteen miles further and we mounted and hit up a good clip.

"Down the road we met an old negro standing in the road paralyzed with fear or astonishment. Bicycles are as X in algebra to him. He had never before seen men mounted on such steeds and his feet were rooted to the ground. Strange, but nevertheless, it is true. After one of the riders hailed him and spoke in soothing tones his ebony face broke into a broad smile. The strange beings actually talk! 'Yas, sir; yas, sir,' he says. 'Dis hyah am the road to Pearl Ribber Stashun'. Howdy, howdy,' and his eyes followed us as we vanished down the road. A few miles further, through lanes of surpassing freshness and roads which surprised even us, with every now and then a hill to coast down, and then a hill to climb, and we came up with an old woman on horseback, riding the beast a-straddle. She wasn't certain of the distance to Pearl River Station, but she 'lowed as how it mought be twenty miles.' Whew, we were getting farther and farther away all the time so we decided not to ask any more.

"At last as the evening shadows were falling, a railroad was crossed, and four miles of miserably rough riding brought Pearl River Station to hand at last.

"It was seven o'clock when Honey Island soil was touched the next morning and it required three-quarter's of an hour's rough walking to get there. For a few miles one can ride with comparative comfort. Then matters become complicated. A house was passed and the road lost itself a mile further on. The swamp is everywhere. The road is dried out in great warts. There are roots, some of them a foot high, breaking

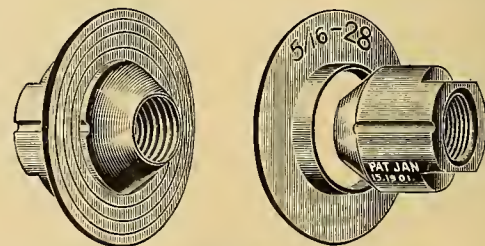
its surface. Steeple chasing isn't in it. Several head-on collisions with stumps and we took it easier. At last further progress was stopped by a bayou, twenty yards wide—almost a river. We found a drift of logs, hung our bicycles around our necks and finally managed to cross the ticklish improvised bridge. The other side was gained. A six-foot snake raised his ugly head, and was put out of his misery. There were no landmarks to go by. Cattle tracks tangled themselves up. It grew hotter and hotter, and we mounted our machines and dug through ditches a foot deep in water and mud. A wicked looking moccasin reared his head and darted a menacing tongue at the intruders in his ancestral home. He paid the penalty with his life.

"We held a council of war and finally decided to retrace our steps to a cottage we had passed several miles back. A hard time followed, but perseverance was at last rewarded and the man of the place said he would saddle his horse and help us out. Our attention was attracted by his little eleven-year-old daughter. She had a face like an embryo Madonna. Her features were cleancut and regular and her eyes great deep wells of purity and peace. Never a storm had there been in her life and her glance carried rest absolute with it. Her complexion was as dainty as a pink rosebud and her mouth curved in red lips like a Cupid's bow. She will grow up on Honey Island as her mother has done and bear children. Her face will lose its freshness and at thirty she will be unpleasing. At eleven she is as sweet as a wild violet.

"Our guide mounted his mare and piloted us as far as he deemed necessary. When he left us and we confronted another bayou everybody became discouraged to the core. We traced our steps to the bayou and found a ford. It was seven o'clock when we started from Pearl River and it was eleven when we reached it again. The cyclometers showed only thirteen miles. The commensurate result of such an effort on only medium road would have been a century. Pearl River was crossed, Gainesville gained and then Pearlington. Then on to Brown's Vineyard and Bay St. Louis and home, sweet home.



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We own Patents protecting them, and all makers, handlers and users of other Adjustable Cones are infringers. Suit has been brought against one infringer and we shall protect our rights under our patents against other infringers.

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**A. NELSON MANUFACTURING CO., - 69 So. Canal Street, Chicago.**



**READING STANDARD**

"If You Want to ride a Winner, Ride a THOROUGHbred."



These are some of the **EXCLUSIVE** features that make it a winner:

**Patent Duplex Cushion Fork, improved intake head, pump oil feed, improved battery case, double or single grip control, adjustable lamp bracket, collapsible luggage carrier and large tires.**

The size of the cylinder and stroke has been enlarged with consequent increase in power and the mechanical improvements on motor and carburettor, as well as other parts, make the Thoroughbred the most practical, comfortable and efficient Motor Cycle in America to-day.

*Write us for full information.*

**READING STANDARD CYCLE MFG. CO., - - - Reading, Pa.**

**Manufacturers of the renowned Reading Standard Bicycles and THOROUGHbred Motor Cycles.**

*New York Representatives:*

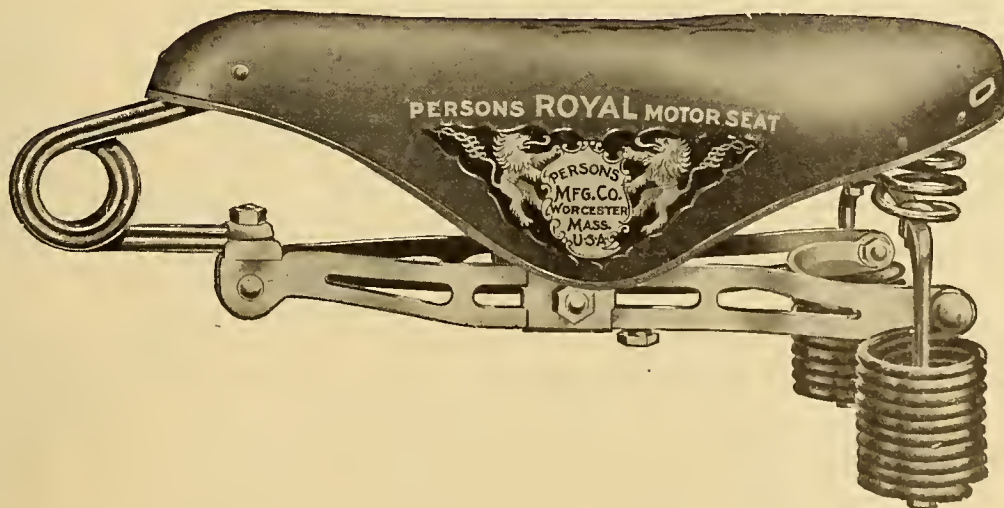
NEW YORK SPORTING GOODS CO.,  
H. A. GLIESMAN, 782 8th avenue.

*Brooklyn Representatives:*

F. A. BAKER & Co., 1080 Bedford avenue.  
F. O. ERICKSON, 346 Dean street.

**READING STANDARD**

# Persons 1906 Motor Seat



We have a special circular setting forth the principles of this saddle and describing it in detail, and we would deem it a favor if you would permit us to mail you a copy.

**THE PERSONS MANUFACTURING CO., Worcester, Mass., U.S.A.**



# Mr. Live Dealer

knows that tires BOUGHT RIGHT ARE HALF SOLD. Every tire we make is sold at a price consistent with the quality, which puts YOU in a position to give every one of your customers his money's worth.

Write for prices. Do it now.

GOODYEAR TIRE & RUBBER CO., Akron, O.

# Veeders Better Than Ever!

Regular 10,000 Mile.  
Cyclometer.



Price, - - - \$1.00.

The right hand figures represent tenths of a mile and are in red. The above instrument reads 1,437 and 5-10 miles. We can supply the same instrument with reading in kilometers or in Russian versts. The cut is full size.

In spite of everybody telling us that we made the best cyclometers in the world and that our instruments could not be improved, we have nevertheless gone ahead and improved them.

Note the new star wheel. It has broader prongs, so that the striker has a better surface to hit. It also weighs about half as much as the ordinary star wheel. This lessens the tendency of the star wheel to "spin" at high speeds. Meanwhile the rest of the cyclometer is kept up to Veeder standards.

The New Trip Cyclometer.



Price, - - - \$2.00.

The cut shows the exact size of the instrument.

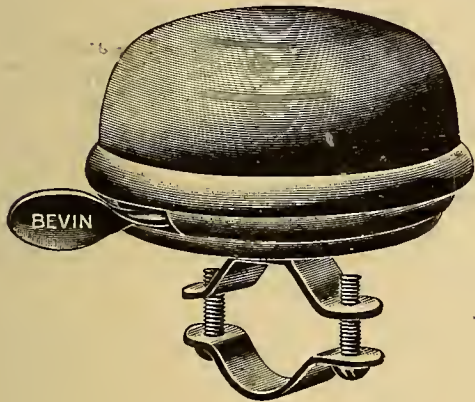
As in the case of the Regular Cyclometer, the right hand figure on each dial represents tenths of a mile, the figures being red. The other figures are black and give the miles. We can supply readings in kilometres or in Russian versts.

THE VEEDER MFG. COMPANY, Hartford, Conn.

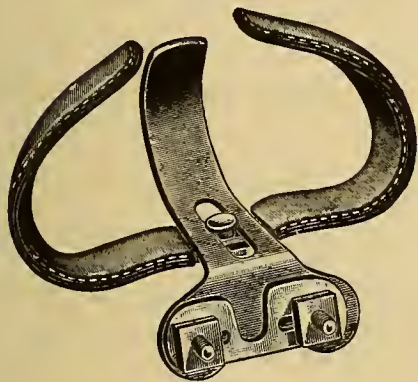


# THE "Good Old Standbys"

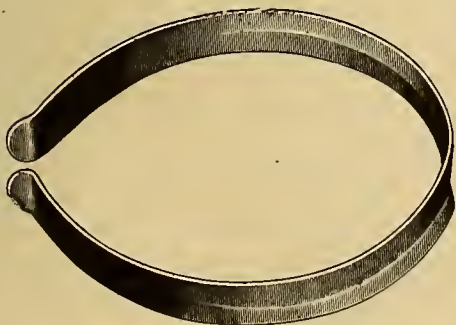
## BEVIN Bells



## BEVIN Toe Clips



## BEVIN Trouser Guards



Prices as Interesting as ever.

**Bevin Bros. Mfg. Co.**  
EASTHAMPTON, CONN.

### Motorcyclists as Beefsteak Eaters.

Under the influence of its new president, C. W. Nason, the New York Motorcycle Club instituted its "first annual beefsteak dinner" on Saturday last. The main club-room was converted into a sawdust circle for the occasion and the white aproned gathering that sat around and ate off the beer boxes was both large and enthusiastic. The white capped "chefs" were all members of the club. The menu, which was printed on brown cardboard, was as follows: "Open Throttle and Advance Spark (liquid appetizers); Reliability Beefsteak; Brazed Spring Forks (celery); Baked Mufflers (potatoes); Enginene Beer; Smoky Exhaust (cigars)."

## SALE OF Bicycle Business

The business of E. H. Hall Company, Inc., of Rochester, New York, dealers in bicycle supplies is to be sold at auction by James G. Greene, Trustee in Bankruptcy, at 59 Exchange Street, Rochester, New York, on the 13th day of February, 1906, at 10 o'clock.

The sale will include the entire stock of merchandise on hand, said to have cost about \$15,000, together with the furniture, fixtures and tools, seven American and foreign mud guard patents and one card index prepared at very considerable expense and containing the names of 14,000 dealers in bicycle sundries.

The Hall Company has done a large and successful business for a number of years. An inventory of all the assets to be sold, which consist principally of bicycle sundries, is on file at the office of the trustee in bankruptcy, 513 German Insurance Building, Rochester, New York, and subject to examination at any time.

Private bids for the purchase of said assets and the good will of the business will be received at any time prior to the sale.

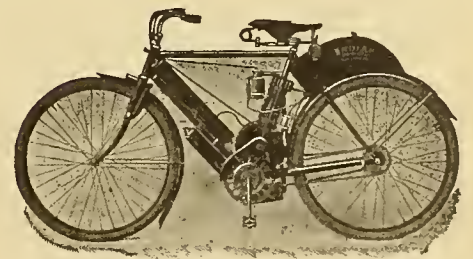
For further information address

**JAMES G. GREENE,**  
Trustee in Bankruptcy,  
513 German Insurance Building,  
or

**ADLER & ADLER,** Attorneys for Trustee  
1008-1010 Granite Building,  
ROCHESTER, NEW YORK

# THE CHAPTER in our 1906 Catalogue, "Answering an Important Question"

should prove of  
real value to any man  
contemplating the purchase  
of a motorcycle.



The Catalogue, of course,  
deals with the full tribe  
of new

# INDIANS

and there are several other  
chapters in it that are well worth  
careful reading.

A postal card request  
will bring you a copy.

**HENDEE MFG. CO.,**  
Springfield, Mass.



## WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

**FOR SALE**—Marsh Motorcycle 1905, almost new, \$110.00. Indian 1905, \$125.00. Rambler 1904, new, \$150.00. Rambler 1904, \$125.00. Complete stock of Indian and Rambler Parts in stock. Home trainers to hire. **TIGER CYCLE WORKS CO.**, 782 Eighth Avenue, New York.

**FOR SALE**—Indian Motorcycle, 1905 model, fine order, \$125.00. Full line parts for Indians and Thor type machines, expert repairing, power equipped shop. Supplies of all kinds for motorcyclists. **F. B. WIDMAYER MOTORCYCLISTS' SUPPLY HOUSE**, 2312 Broadway, New York.

**WANTED TO BUY**—1905 Motor Cycle, first class condition. Would prefer Indian or Thor type machine. Also lowest price on fore or side carriage. **E. D. LUHRING**, Evansville, Ind.

**FOR SALE**—My business of Bicycles, Sporting Goods and Cutlery, located at Las Vegas, New Mexico, the great health resort for consumption, also the finest location in the city; a chance of a lifetime for some one who needs the change of climate. Write me direct. **M. BIEHL**, Las Vegas, New Mexico.

### CLEARING OUT SALE.

1904 Indian, latest improvements, good order \$125.00  
1904 Mitchell grip control 60.00  
1905 2-cylinder Curtiss, 7 H. P., good as new 200.00  
Legging, Goggles, Horns, Cyclometers. Send for our catalogue. **F. A. BAKER & CO.**, 1080-1082 Bedford Ave., Brooklyn; 20 Warren St., New York.

## AUTOMOBILE AND BICYCLE SUPPLIES

Send for 1906 Catalogue.

**THE KELSEY CO.**, Buffalo, N. Y.

## CATALOGUE.

Thor Motor and Parts for Motorcycle and Hubs and Parts for Bicycle on application.

**AURORA AUTOMATIC MACHINERY CO.**,  
AURORA, ILL.

## THE WILSON CO. TIRES

121 Chambers Street, NEW YORK

## A \$10 Present GIVEN WITH NEVERLEAK

Save your "Brass Sign" certificates. One is enclosed with each dozen 4-oz. tubes. Send us 12 certificates and you will get a Solid Brass Sign 12 x 15 inches absolutely free.

**BUFFALO SPECIALTY COMPANY**, Buffalo, N. Y.

## HIGH GRADE

wheels must have the  
best equipments.

There is nothing that gives more value for  
the money than the use of the

## MORSE TWIN CHAIN ROLLER CHAIN

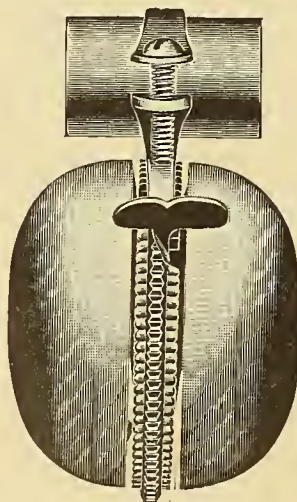


NOISELESS IN MUD, WATER OR  
DUST AND ALWAYS EASY RUNNING

The only chain having **Frictionless  
Rocking Joints**. Insist on having the  
Morse Twin Roller Fits regular  
sprockets.

Send for Catalogue and  
Trade Price to

**Morse Chain Co.**, Trumansburg, N. Y.



## STARR BELLS

Our 1906 line of  
Bicycle Bells is now  
ready. We have  
added several new  
styles, and it will  
pay you to write us  
before placing your  
contract.

**The Starr Bros.  
Bell Company**  
Easthampton, Conn.

## N O C K C O BICYCLES AND SUNDRIES

Prices Right.

146 North 4th Street, Philadelphia, Pa.

## BICYCLES and MOTORCYCLES

HIGH-GRADE LEADERS.

**Fowler-Manson-Sherman Cycle Mfg. Co.**,

45-47 Fulton Street, Chicago.

Write for terms.

## Forsyth Mfg. Co. BUFFALO, N. Y.

Manufacturers of

CHAIN GUARDS AND BRACES:  
COASTER BRAKES AND PEDALS

### Effects of Speed and Imagination.

It was during the recent New York Automobile Show and the topic of conversation had suddenly veered from Senator Frey-linghuysen's iniquitous measure affecting the motorcycle fraternity to past deeds and bursts of speed accomplished.

"I remember one day I came upon a straightaway stretch of level road and I 'let 'er out' to the limit. The telegraph poles flew by so fast that they looked like a picket fence," ventured Harry Glieman.

"H-mn, that's nothing," caustically retorted J. P. Bruyere. "I did the same thing once only I went so fast that the telegraph poles resembled a solid board fence."

There was a long pause during which George W. Sherman's face assumed a quizzical expression.

"Now you boys know I'm opposed to space annihilating on the public roads and all that sort of thing, but I'll venture to say you don't know what real speed is," he finally exclaimed. "One day I had an appointment in Atlantic City at 3 p. m., and as I was in Philadelphia at the time I thought I'd use my motorcycle. I was a little late in starting and this fact probably caused all my good resolutions never to exceed '20 per' to melt into thin air, but anyway when I reached a tempting stretch of the old White Horse poke, about thirty miles from Camden, I advanced the spark to the limit."

He paused to let the magnitude of his transgression soak into the minds of his hearers.

"Well, to make a long story short, I passed some alternate fields of corn and beans and—blamed if I didn't go so fast that they looked like succotash."

An ominous silence followed which was broken only when Henry Wehman, the F. A. M. secretary, volunteered to take the crowd to the drug store and pay for restoratives.

### Where do the Nails Come from?

"Who supplies all the bent nails which are made so that the sharp point, owing to the weight, always stick upward?" asks a contemporary in commenting on the fact that scarcely a cycling or motor bicycle event held in France but what has suffered to some extent on this account, while some have come to grief altogether. Their making appears to have assumed the importance of a new industry and not an "infant" one at that, for apparently they have been supplied wholesale on everyone of these occasions. There have been many thousands of them found. During a recent race the forest roads near St. Germain were literally strewn with them, hundreds being picked up in a few yards' distance. They were all alike and new, fresh from the factory, and the strewn road being long, the supply necessary to cover it so generously must have cost quite a sum.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York.



# The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LII.

New York, U. S. A., Saturday, February 17, 1906.

No. 21

## CORNERS COASTER BRAKES

English Syndicate Wins Decision Over American Article and now is "It."

Combination Hubs, Ltd., which is the style of the British syndicate controlling and exploiting certain alleged basic coaster brake patents, won what is supposed to be a sweeping victory on January 29th, when the London Chancery Court handed down a decision in the syndicate's favor.

Seabrook Bros., of London, who handle an American coaster brake, were the defendants in the case. The patents involved were the Hocquhard, No. 9817, of 1898, and the Lake, No. 20,891, of 1898. The date of the application for Hocquhard's patent was the 28th of April, 1898, and for Lake's patent October 4th, 1898. Each patent was for a combination of a particular arrangement of mechanical device, and there was no question of a master or pioneer device.

It was not alleged that the defendant had taken the whole combination or invention described in either specification, but he was said to have infringed the invention claimed by the first claim in Hocquhard's patent, and by the third claim in Lake's patents. Early in the case the attorney for the Seabrooks stated that he did not impeach the validity of either patent if the specifications were properly construed, but he altogether denied infringement.

The judge said, however, that he did not agree with Seabrooks' view of the proper construction of the claims in question. Upon consideration he thought that the special brake or brake mechanism with springs described in the specification of Hocquhard was not included or covered by the first claim in that patent, and similarly that the particular brake mechanism described in Lake's specification was not covered by the third claim of that specification.

The infringement, the court held, was a question of fact. He did not pretend to be a mechanical expert, but as Lord Bowen pointed out, it was not part of the duty of the court to qualify itself as a master in mechanical or any other science. Having given his best consideration to the case, and having had the assistance of expert witnesses, and the arguments of counsel

who were much more familiar with the cases of this kind than he could ever hope to be, he had come to the conclusion that the defendant had in fact taken and adopted the substance of the invention of the combination claimed by the first claim of Hocquhard's patent, and by the third claim of Lake's patent.

He saw no reason to think that either of these claims was invalidated by prior anticipations or publication for any other reason and accordingly gave judgment for the plaintiffs and ordered that damages be assessed. He also granted the plaintiff's request for a "certificate that the validity of the patent had been called in question," whatever that may mean.

## Excelsior Prepares for Expansion.

The Excelsior Supply Co., Chicago, has leased the building now being erected at 1436-38 Michigan avenue, and will take possession as soon as it is completed. The structure is of three stories, with a frontage of 50 feet. When the Excelsior people move into the new place, they will add a retail department to their business.

## Japan's Lone Cycle Factory.

Although for years periodical reports have appeared concerning the bicycle factories established or to be established in Japan, there is exactly one plant in the Empire and it is not of great importance. It is located in Tokio and turns out about 400 bicycles per month.

## Linscott Takes on Sporting Goods.

J. M. Linscott, of the Boston Cycle & Sundry Co., has incorporated the Linscott Sporting Goods Co., with \$5,000 capital. W. A. Bragdon is president, while Linscott himself figures as treasurer.

## The Retail Record.

Wilmington, N. C.—Queen City Cycle Co., E. R. Pickard, retires; W. J. Moore continues.

Bangor, Me.—Charles E. Phinney; removed to new store.

## Diamond Discontinues Depot.

The Diamond Rubber Co. has discontinued its branch in Atlanta, Ga. This leaves the Fisk depot in that city the only direct factory branch south of Washington.

## MOTORCYCLES AT CHICAGO

Four Machines Exhibited that were not Shown in New York—Their Features.

In all, seven different makes of motorcycles and one of motorcycle parts were exhibited at the Chicago automobile show, which closed on Saturday night last. Of the eight exhibitors, four were not included in the official catalogue, having engaged space after that document had been printed. Of the number, four previously had exhibited at the New York shows and their displays at Chicago were naturally simply duplicates of those that had been made in the metropolis. These were the Yale-California, the Indian and the Thoroughbred motorcycles and the Thor motor and fittings.

The four machines that were shown only at Chicago were the Armac, made by the Armac Motor Co., Chicago; the Manson, made by the Fowler-Manson-Sherman Cycle Co., Chicago; the Torpedo, made by the Hornecker Motor Mfg. Co., Whiting, Ind., and the Davidson, made by the Harley Davidson Co., Milwaukee.

Inspection of the Armac bears out the description of which was printed in the Bicycling World recently. It fairly bristles with ingenuity. Its three horsepower motor with its one-piece cylinder with unusually deep radiating fins, is novel in that an air passage is cast between the explosion and the exhaust chambers, thus keeping the exhaust valve and springs out of the reach of the heat of the exhaust gas, which is expelled directly. The U or drop frame with the 4-inch top tube forming the gasoline and oil tank and also acting as a strut to the frame, previously has been remarked. While normally a belt driven machine, probably the most sensational feature of the Armac is its convertibility to chain transmission. This is made possible by detaching the belt pulley and substituting a motor sprocket and applying the Brown yielding gear wheel, which comprises a sprocket and three compensating discs, which are secured to the coaster brake. Thus converted, the Armac people claim to have used a 5-16-inch chain for 4,000 miles without break or adjustment of



any kind. The Armac belt itself is of V-section and made of three layers of tanned and oil-soaked leather. It is cut at a 28° angle and never touches the bottom of the pulley. In equipment the Armac employs the Breeze carburetter, G & J 2¼-inch tires and Persons Royal motor seat. Incidentally, the machine is the only one employing wheels of unequal sizes; the front wheel is 26 inches and the rear one 28 inches.

The Manson employs the new Thor 2¼ horsepower motor and Thor fittings throughout. These include a square tank secured to the top bar instead of the semi-circular tank which previously fitted over the rear mud guard. In the latter position, a semi-circular battery box is now affixed. The equipment includes G & J 2¼ inch tires, Persons' Royal motor seat and Corbin or Thor coaster brake. In the matter of finish, the Manson people are unusually generous. While their standard finish is black enamel with double panel stripes, they offer as an option any other standard color or combination of colors.

The Torpedo is the newest of the motorcycles of Western origin. It also employs the Thor motor, carburetter and grip control, but in all other respects is distinctive. The motor is suspended in a cradle below and behind the crank shaft and seat mast and instead of employing counter shafts and short chains, the Torpedo is geared direct from the motor to the rear wheel. The tank which is of cylindrical or torpedo shape, is suspended from the top bar.

The Harley-Davidson, which was exhibited by C. H. Lang & Lyon, the Chicago agents for the machine, is exclusive in that it is the only American machine fitted with a cone clutch which permits it to be started either with a hand crank or by pedalling, as usual. The motor is of 3¼ horsepower, its dimensions being 3⅞x3½ inches. It is carried in front of the seat mast in a U-shaped or dropped frame. An automatic carburetter, of Harley-Davidson design, is also employed, the grip control operating the throttle instead of the spark as in the most general practice. The transmission is a 1¼-inch flat belt. The tanks are clamped to the tube of the top frame while the battery box is secured to the rear forks. G & J 2¼-inch tires are included in the equipment.

#### Providing an Extra Air Inlet.

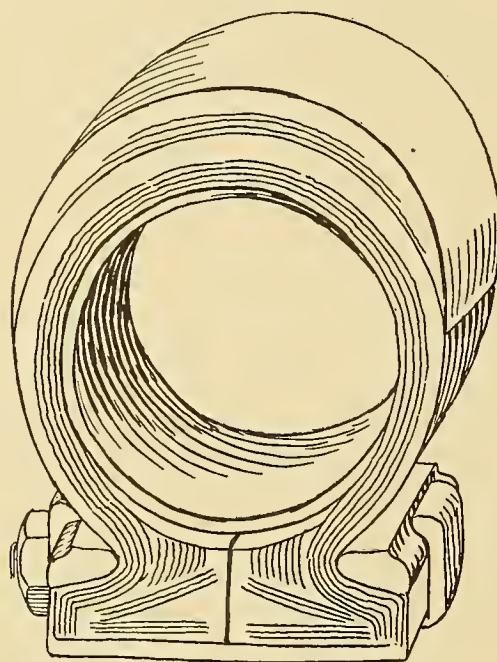
For the benefit of those users who desire to apply an extra air inlet to a carburetter which has not originally been equipped with such a device, an inventor has recently contrived a suitable valve which can be clamped to the outside of the inlet pipe between the mixing chamber and the throttle valve without altering the structure or arrangement of the existing vaporizer. It may be applied by simply cutting a hole in the intake and clamping it in place.

"Motorcycles: How to Manage Them." Price, 50c. The Bicycling World Co., 154 Nassau Street, New York.

#### Fisk's New Tire for Motorcycles.

The fact that the Fisk mechanically fastened tire is now being made a size suitable for use on motorcycles, is in itself the nature of an event. Since clincher tires became the practically universal equipment for motorcycles, until now motorcyclists have had no opportunity to make use of the mechanically fastened type which has attained great vogue on automobiles.

The makers of the Fisk tire were one of the earliest advocates in the field of mechanical fastening at a time when even the majority of tire users could not be con-



vinced that the improvement was solely for their benefit. In the interim, mechanical fastening has come into its own with a consequent reversal of opinion on the part of automobile users, and in producing the Fisk mechanically fastened principle on a scale suited to the needs of the motor bicycle, the makers are giving the motorcyclist the benefit of several years' ripened experience.

In section, the Fisk resembles somewhat the standard clincher type, except that when in place, the beads are of exceptionally substantial construction, come together snugly and form a bed for the inner tube to rest on, preventing its coming in contact with the rim itself and what is of far greater importance, preventing it from being "pinched." This section of the tire corresponding to the beads of the usual clincher is built so that when clamped in place it is practically a solid mass of fabric and rubber. Through this at regular intervals metal sleeves are inserted crosswise and through these in turn are passed bolts of special construction. Their T-shaped heads grip under slide of the flat rim of the wheel while the upper part does the same service for a removable ring of a section specially designed to fit the recess of the tire where the latter meets the foundation. Another removal ring of the same nature is passed over the other end of the bold and brought up snug by screwing on the nut. This will be clear at a glance by referring to the illustration, from which it will be further

apparent that though judging from the description, the device seems to be complex, it is in reality quite the reverse.

#### Torch that Needs no Pumping.

"Volcano" is the apt title given an improved form of gasoline torch for which is claimed the unusual advantage of dispensing with the air pump; it also maintains its own pressure constantly and permits of refilling without suspending operation. In addition to this, it dispenses with a starting cup, in place of which an ordinary lamp burner mounted on a tank and serving as the base of the torch itself is substituted. This heats the generator and maintains the pressure. According to the makers, the Volcano Torch Co., Erie, Pa., their product is the result of three years' study of the problem of providing an improved form of hand or bench torch and the "Volcano" is original from the ground up. It differs from the ordinary article in that it is the only one of its kind to employ a steel cylinder, brazed and staybolted, as well as a safety valve. This gives it a capacity to withstand pressures up to 2,000 pounds per square inch. Some idea of its power may be had from the fact that the small size will bring a four-inch milling cutter, one and one-half inches thick, to the proper temperature for dipping in eight to ten minutes.

#### How the Saddles Differ.

Because of the similarity of the Persons Royal motor seat and the Persons Maximus saddle, the Persons Mfg Co. reports that not a little confusion and misunderstanding exists. Although they may look alike in the illustrations, none would or could possibly mistake the saddles after seeing them. While the principle of suspension is the same, the motor seat is much larger and heavier in every part than the Maximus and would make a light, pedalled propelled bicycle, to which it is wholly unsuited, appear top heavy, whereas the Maximus is of the light, compact design necessary for ordinary usage. It also appears to be not generally known that the Miami Cycle & Mfg. Co., of Middletown, Ohio, have exclusive rights to the Maximus and that only that concern can take orders for it, while the Royal motor seat is carried in stock by nearly all jobbers and motorcycle makers.

#### Two Rare Causes of Motorcycle Troubles.

One of the most perplexing troubles that may befall a motorcyclist is the one due to the loosening of the platinum in the blade or spring of the commutator. Periodical misfiring will be succeeded by long spells of regular running and the true cause rarely be suspected. Another occasional trouble which also gives similar symptoms may be traced to the loosening of the carbon pole in the cell of a battery. On one occasion of this sort one of the most expert motorcyclists in the country was balked for more than a week before the finally located this cause of his discomfiture.



## "TINKERITIS," A MOTOR MALADY

### Its Symptoms and how it Affects the Man and his Machine.

Many persons live in a state of perpetual panic lest they be ill. Many motorcyclists, including those who have just acquired their first machine, and sometimes those who are just finishing their fifth, suffer from a chronic disease which for want of a better name has been styled "Tinkeritis."

Motor bicyclists who are afflicted with this malady are like the small boy who is not content until he has taken his watch apart to discover what makes it go and then wonders why it does not run after he reassembles it. The motorcyclist who sits continually in a state of high tension, straining his ears for symptoms of knocking in the engine, is sure something is grinding that ought not to grind.

Is he unhappy? No, not at all. The only misery a sufferer from "tinkeritis" has to endure is when everything goes right. There is an old saying, "If you look for trouble you'll surely find it," and it seems to be well applicable to the man who is forever and always tinkering with the mechanism of his machine. The paradise of the victim of "tinkeritis"—that is, motor "tinkeritis"—is to have his ignition balk, his mixture to become chaotic, added to a broken crankshaft and a frozen lubricator all in the space of five minutes. He evidently thinks motor bicycles are not built to go, but to allow their owners eternally to fuss around them for the purpose of mechanical adjustment.

"I would I were a motor maker," is an everlasting theme of the tinkermaniac, who thinks the motor millennium would then arrive. Not once does it occur to him that manufacturers of motorcycles know the first elements of their construction. He is apparently looking for the machine to give trouble and it does. The trouble arises eight times out of ten from the mere fact that the owner suffers a violent attack of "tinkeritis."

Abnormal repair bills frequently are due to amateur "tinkeritis." Running cost depends largely upon the presence or absence of this microbe, which flourishes and waxes fat in so many garages. Like the mumps or the measles seizing upon the young and defenseless—so does this disease frequently attack the novice. The "tinkeritis" fever may wear itself out with the first machine, but the chances are that the latter will be the first to succumb. It is, however, when the disease takes hold of the veteran that the case is serious and the cure doubtful.

In its first stages the sufferer proves a veritable gold mine for the repair man, but presently he becomes harmful to the industry. His mount always is in a state of absolute breakdown, mechanical exhaustion

or feeble convalescence. Its debility and invalidism are public object lessons to his friends and neighbors to beware of the motorcycle.

Nearly every owner has to face an attack of "tinkeritis," just as he was obliged to grapple with a period of teething or a spell of whooping cough in his infantile days, and a temporary phase of tinkering on his first possession teaches him many things relative to the internal anatomy of the machine. But "tinkeritis" in the owner of a second machine is apt to prove a dogged disease—and, if not hurtful to the man himself, is not the best thing for the motor-bicycle.

### Improvement in Pet Cocks.

Pet cocks on the motor, whether as compression reliefs or for drainage purposes, are the same to-day as they were long before the motor bicycle was thought of. The same as they are for every other kind of work requiring them, and it has re-



mained for the designer of the Parsons kerosene engine to invent an improved form.

This new Parson's valve is a simple and ingenious piece of mechanism, readily dismounted should occasion make it necessary. It consists of 4 pieces, a screw bushing, a valve spindle, control lever and a small helical spring. The valve spindle has a very coarse thread turned upon it, which engages a corresponding thread on the inside of the bushing. But instead of screwing together tightly, considerable play is permitted between the two, and in this lies the chief distinction of the valve. An ordinary conical valve head forms the lower end of the stem, and just above it are four small ports communicating with the hollow interior, which is open at the other end to the atmosphere. Any leakage through the valve can in consequence, pass through the hollow valve spindle.

Normally the valve is held against its seat by the spring referred to, and within the limits of the amount of play permitted by the loose fit between the bushing and the spindle, it acts as an ordinary check valve, or as the Briton terms it, "a simple automatic non-return." In this role it is particularly convenient for injecting gasoline or kerosene into the cylinders, while the motor is running, as it prevents the liquid being blown out again on the upstroke of the piston before a valve of the ordinary type could be closed. When required it may be opened by direct pressure,

but on the other hand, it may be set so that the latter has no effect. By means of the lever, the valve may be opened positively and left open indefinitely as the pitch of the thread is such as to prevent any pressure behind the valve from closing it automatically under these conditions.

Another feature is the facility with which the valve may be ground in, the play between the threads permitting a partial rotation of the valve while on its seat.

### Here's a Queer Motor.

One of the very latest motors of the freak type, but one which at the same time presents several features which recommend it to careful consideration, is called the Rekrab, and has just been put upon the English market. It is a two-cylinder affair, and has cylinders which instead of being perfectly straight, laterally, are constructed about a curved axis. That is to say, they consist of segments of an annular ring. There are no connecting rods, the pistons, instead, being affixed directly to a pair of offset arms which are pivoted at their outer ends at the centre of curvature of the annulus of which the cylinders are segments. The arms are slotted out in their lower section, and in the slots ride a couple of blocks which enclose the crank pins through which the motion of the pistons is transmitted to the driving shaft.

The motion of the arms is purely an oscillatory one, since they swing back and forth about their points of anchorage, while the motion of the crank pins in the slots is sufficient to modify this into a circular travel. The two cylinders are placed back to back, as it were, that is, with their lower bases resting on the top of the crank case, and their tops converging toward one another, so that the contour of the engine is roughly that of an isosceles triangle, resting on a rectangular base. In this way, the amount of space taken up is very slight, and by the same token, the tendency to vibration is more or less reduced, especially the the moving parts are counterbalanced.

### How the Contact is Broken.

A rather novel ignition cutout is provided on one of the newer models of motor bicycles which have appeared abroad. The switch mechanism is mounted under the seat and is actuated by the weight of the rider, the contact being automatically broken when he dismounts, and closed again as soon as he is in the saddle. If effectively worked on, the idea should at least contribute to a simplification of the operation of the machine, and by relieving the rider of the necessity of working the switch by the grip or finger methods, lessen the cares of driving by just that amount.

"The A B C of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price, 50 cents. The Bicycling World Publishing Co., 154 Nassau street, New York.



WHEN ANY ONE SAYS  
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 the dealer who handles the  
**National Bicycles**

is “there with the goods every time” and the bicycles themselves afford the most convincing answer. They have features not possessed by any other bicycle and there’s a sound reason for and an advantage gained by each of these features. They are of the sort that appeal to intelligent buyers and that help wideawake agents to attract such buyers.

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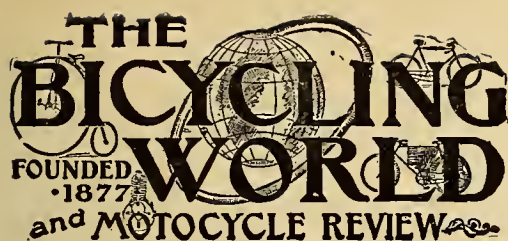
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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should  
 Address us at P. O. Box 649.

NEW YORK, FEBRUARY 17, 1906.

"Enclosed please find money order for renewal of my subscription for the Bicycling World. Wouldn't be without it."—A. R. Leonhardt, Lowell, N. C.

### Hurting the Bicycle and Helping it.

There are some men in the bicycle business who do not know when they are hurting it. Thus, one of the sort, who handles sporting goods also, is quoted by an Iowa paper as saying that "nowadays nobody bothers about 1906 models. Only a few years ago it was a matter of great concern what the thickness of the frame and how wide the handlebars would be on the wheels for the coming spring, but now it is all automobiles."

This dealer then goes on to relate how he used to sell 3 or 4 bicycles per day in previous years, while now he sells but 100 in a season, "and very few wheels that are now used cost more than \$20—that sum buys the best grades," he adds.

Although the utterances of this dealer make plain that he is a "twenty dollar man," there is more of this sort of talk unthinkingly indulged in than is good for the business. It usually injures no one so much as the dealer who utters it, as it serves chiefly to apparently confirm the too gen-

eral notion that the bicycle is "down" if not entirely "out." There is small excuse for it.

When people harp on the statement that "nowadays it is all automobile," it is just as easy and serves far better purposes to remark how deceitful are such appearances by pointing out that there are 10 bicycles made and sold where there is one automobile produced and disposed of. It is just as easy to talk of \$40 or \$50 bicycles as those miscellaneous things that retail for \$20 and to show that a pair of quality tires, a coaster brake and a quality saddle of themselves cost enough to render impossible a really good bicycle at any figure that even looks like \$20. It is just as easy to remark that if more people knew the joys of coaster brakes, two-speed gears, comfortable saddles and the like, that sales of three or four bicycles a day would not be so unusual even at this time. Finally, if the pessimist must have "motor talk"—and most of those who indulge in it have not even the hope of ever having the price of a motor car—it is very germane to the subject to remark the motor bicycle.

This sort of talk helps sales. The other sort hurts them. That dealer is a chump who does not realize the fact.

### The Power of Knowledge.

Mr. Estabrook's appreciation of the Bicycling World, published in another column, is printed not merely because it is agreeable to the publishers, but because it instances unusually well the real value and helpfulness of such periodicals.

As Mr. Estabrook says, it is amazing that there should be dealers and riders and repairmen "who have blundered along for years without knowing that there is or ever was such a thing as a cycling paper and then undertake to discuss many things pertaining to cycling."

That there are such men we all know. They are so little interested, that they would wave aside the man who sought to interest them in a publication of the sort—a publication devoted to their interests, whether those interests be bees or bicycles. They are of the sort to whom the "where ignorance is bliss" proverb applies. They are content to travel in the ruts, to care not how the world wags, nor what the leaders in their lines may say or suggest. They are largely time-servers, who exist rather than truly live. They have no ideas and want none. Rarely do they rise above the dead level of monotony. To them the proverb "knowledge is power" is dead language.

It is not strange that in all industries the line between the merchant and the mere shopkeeper should be so plainly drawn. One represents knowledge and the result of it and the thirst for more of it. The other represents only the knowledge that is contained only within his shop. His shop is himself.

The best testimonial we have ever heard paid to such publications as the Bicycling World was paid by a manufacture who dealt with retailers.

"Of two agents," he said, "give me the one who subscribes for the papers devoted to his business. There is no surer sign that he is interested in it and that his interest in it is a live interest."

It is but another way of stating what Mr. Estabrook expresses so happily. And there is no thinking man who does not know that is gospel truth. The man who lives in a shell and does not keep posted will be a plodder to the end of his days.

### About "Digging in."

A good many surprises await the man who occasionally digs in to the bottom of things, whether it is the scrap iron pile, the bin of odds and ends, or the affairs of his own office, but for the man who prefers a prosperous business to surprises the habit of digging to the bottom as he goes along is far ahead of spasmodic enterprise in that direction, remarks a contemporary. Too often we consider only the surface of matters of seemingly secondary importance without going into the real depth of them and finding out their possible importance. Even though they are somewhat secondary in their own nature, a business is really made up of so many secondary details that not to know more than the surface of them is to have but a superficial knowledge of the whole business.

Get at the under side of things as they come along; don't stop at the surface. Know more about your books than the footings. Dig in and see whether the showing is properly obtained or if there is a dangerous undercurrent. Don't be satisfied with general reports of salesmen; dig in and find out the true facts. The fact that a certain line of goods is not selling may not mean that it is unsalable. Find out why it does not sell; if because there really is no place for it or because people do not understand its value and haven't had a chance to find out. Accepting reports is only surface knowledge; the real vital facts, the why of your entire business lies below the surface. Dig in and get it.



## CORRESPONDENCE.

## Appreciation of a Veteran Dealer.

Dear Bicycling World:

Early in 1890 I purchased a solid tired Rambler bicycle and became one of the Bangor Bicycle Club, which numbered on its rolls all the riders in the city. There were four of us. Shortly afterward I took on an agency from that grand old pioneer rider and agent for Maine and New Hampshire, E. H. Corson, who still is in harness at Boston, Mass. Since that time I have continuously ridden, talked and sold bicycles, adding motorcycles three years since and later automobiles.

Now, here is where I am coming to what I have to say in this communication: here is where I am to attempt a tardy justice and I know I shall fail: Ever since first learning that there was such a paper as the Bi. World, sometime in the early nineties, I have been a constant reader of it as either myself or associates have subscribed for it. Now, really, I do not know how to tell you of how much benefit this paper has been to me, both in a business way and otherwise. It has kept me posted on everything pertaining to bicycles, sundries, racing, doings of the L. A. W. and F. A. M. and other organizations, kept me posted on up-to-date repairs and otherwise shook hay seed from my hair. Now that we have got up to motorcycles the old "B. W." is right there with the goods and as good or a little better than anything I can find on the subject. When I find dealers and riders and repairmen who have blundered along for years without knowing that there is or even was such a thing as a cycling paper, and undertake to discuss many things pertaining to cycling, it makes me sick. Their lack of knowledge is so complete, so overwhelming, that you feel dazed, lost and lonely. I suppose though that this is the reward for great knowledge—to feel sad and all by your lonesome because such things are.

Well, it is all your work and as I cannot find anyone here to sympathise with me I must go to the fountain head of all cycling and motorcycling knowledge and inflict my trouble on you. I well remember what a plight I was in when I sold the first pneumatic tired bicycle I ever saw. The tires came in, deflated, of course, and the purchaser, filled to his neck with doubts, stood by while I explained so glibly what I did (not) know about the inflation and care of them. The careful maker of these fearful and wonderful old wrapped Thomas tires had slopped the valves full of cement and, of course, I could not get any air into them, so I worker, perspired, cussed and explained, meantime wondering how the blankety-blank things were made anyway. Finally, I remembered seeing a sectional cut of the tire and valve in the Bi-World and lo! the thing was soon accomplished.

I took to motor riding a couple of years since and, of course, I was just as green as they make them on motorcycling and, of

course, I was right up against the real goods at once. However, I had recourse to my file of Bicycling Worlds and found out that it was better not to put tangle-foot fly paper in the belt and that a good cylinder oil was better than lard oil for the cylinder, etc. These instructive articles are first-class and to the point and I trust you may continue them as the gospel of the motor needs to be widely disseminated. I think these articles are so good that I cut all that seem to be to the point and paste them in a scrap book and then I see to it that all of my rider friends have a chance to read them. To the new beginners especially, are these articles of great value as they have about so much information to acquire before they can hope to successfully keep their motor in good running condition and know how to overcome the difficulties frequently encountered.

The Bi. World has always been a consistent champion of wheelmen and wheelmen's rights and now it is to the fore in the interests of motorcyclists as well. This ought to be good news to all motorists, to know that the paper that has successfully championed good roads and fought thousands of cranky city ordinances, to say nothing about fool state laws and some national freaks—to know that this same clean, conservative, powerful little paper is right on the spot and right up to the minute in the interests of motorcyclists and will stand by their cause when they are in the right. I am glad to notice that the Bi-World is paying its respects to the cranks and freaks that persist in injuring the sport; they are too many, it is true, and they are always with us and likely always will be.

Wishing you a large share of good luck and much prosperity, I remain,

E. M. ESTABROOK,  
Bangor, Maine.

## How Motorcycles Have Helped Him.

Editor of the Bicycling World:

The reports from manufacturers and dealers in recent issues of the Bicycling World, are all of one accord in showing that the year just closed has been productive of better business than have any of the more recent seasons. Noting that all sound a hopeful note for the coming season, we are moved to share in the general jubilation, for we, too, have shared in the increased prosperity which seems to have been going the rounds. In a word, the gross returns from our business for the year 1905 showed an increase of something like \$1,500 over the corresponding period of a year ago, and this, despite a change of location which somewhat interfered with the natural course of our work.

We consider that this good showing is due mainly to the fact that we have given a good deal of attention to the motorcycle department, and we shall continue to do so during the coming season, on general principles, resting firm in the belief that there are better things in store for the live dealer

along this line than ever fell to his lot during the days of the bicycle boom.

According to our way of thinking, the year 1906 will see a repetition of the events of 1901-2, when the greater number of the riders of the ordinary "bone shakers," who up to that time had ridiculed the safety as being merely a toy, suddenly adopted it. The following year, it will be remembered, the older type was almost completely eradicated. So, it seems, will be the result during the coming year with the motorcycle business, a great number of cyclists of the old school coming to the conclusion that the little "choo-choos" are all right, and getting into the game with the same vim and vigor that they manifested four or five years ago in the "push-push" class. Naturally enough, however, we do not for a moment harbor the idea that the safety bicycle will share the fate of the old ordinary type, the relative advantages of these two making them by no means rivals in the sense that the safety rivalled the ordinary. But from every indication, it seems to us that the motorcycle will gather to itself during the coming year a host of adherents who have looked askance upon it up to this time.

Therefore, although we shall strain every nerve to push to advantage the motorcycle business, we shall by no means neglect the bicycle, believing that rather than posing as rivals, they should be made to supplement one another in making a full line for the dealer.

TIGER CYCLE WORKS,  
H. A. Gliesman, prop.

## Motorcycles are Still Safe.

In addition to the L'Hommedieu bill, which seeks to impose an annual tax of \$1 per horsepower, there has been introduced into the New York legislature another measure which almost wholly revises the motor vehicle regulations of the State. It provides for the appointment of a State Commission which will have practically unlimited power and which may even revoke licenses. The fees proposed are \$2 for old owners and \$3 for new ones. The fines range from not more than \$100 for a first offense and not less than \$50 for a second one, or \$100 for a third to \$100 and (note the "and") 10 days in jail in the event of using a machine after a license has been suspended or revoked.

The bill is the result of a conference between officials of the Automobile Club of America and the superactive West End Improvement Association of Manhattan. Most of the provisions are those that formed the basis of the measure drawn by the former organization, but which it had been prevailed on not to introduce. The West Enders "got busy," however, and forced the club's hands.

However the bill may go, motorcycles are safe, as is the case with the L'Hommedieu act. They are specifically exempted from the requirements, the Federation of American Motorcyclists having quietly busied itself to good purpose.



### RACERS' UNION BARS ROOT

After Electing Officers and a Walking Delegation and Doing Other Things.

First blood has been drawn by Salt Lake City's racing cyclists' union. It has formally decided to say who and what shall ride in the Mormon City this season, in other words, to create a blacklist. Edward F. Root, of New York, and elsewhere, who received some little unpleasant notoriety after winning the six-day race in December, is the first to be branded.

Action was taken by the union at its meeting last week, when permanent organization was effected. As was told in last week's *Bicycling World*, the organization has been formed to "elevate the sport of cycle racing in the West and for the mutual protection of the riders."

Iver Redman presided at the meeting and J. E. Achorn, J. M. Chapman, Cyrus L. Hollister, E. B. Heagren, Saxon Williams, Carl P. Redman, Norman C. Hopper, Iver Redman, James Gunn, Walter Bardgett and Hardy Downing signed their names as charter members. Downing was voted permanent secretary and Bardgett permanent chairman. Just like organizations of a similar nature, this one elected a walking delegate. John Chapman was the man selected for this autocratic and sometimes lucrative position.

The "Western Racing Cyclists' Union," as was decided to call the organization, passed a resolution favoring John Sharp for the position of National Cycling Association handicapper at the Salt Palace, to succeed F. E. Schefski, who has risen to the manership.

That the association is very much wide-awake is shown by the action taken on the Root question.

The riders learned that Fogler has signed to ride in Utah and heard that Root was making overtures to the management, and that the promoters had offered the "fair-haired rider" terms. Then they decided to stand pat in barring Root, which is to say that if Root journeys to Salt Lake, he will have the entire saucer to ride upon. The union also decided to ask the N. C. A. to not suspend W. E. Samuelson, now in Australia, should that rider desire to return to this country in the summer.

### Motor Bicycles for Road Inspectors.

That the use of the motor bicycle as a commercial vehicle is appreciated in England, is shown by the fact that at a meeting of the County Roads and Bridges Committee of Warwickshire last week, a recommendation was passed allowing the sum of \$200 per capita for the purchase of motorcycles for the use of each of the inspectors, upon his agreement to keep it in running order and use it in his work. The machines are to remain the property of the county, and all supplies are to be furnished by the inspectors, the machines re-

verting to the owner at the expiration of the users' term of office. The economy of the scheme is made apparent by the statement that the regular allowance for horse hire made to each man annually has been the amount which is to be expended in the purchase of the mounts.

### The Man Who Succeeded Dyer.

A. G. Armstrong is the man who was the ranks of the Century Road Club of chosen from the ranks of the Century Road Club of America as the one best fitted to succeed P. A. Dyer, as the president of that organization. To have chosen a better man



for the place than Mr. Armstrong would, perhaps, have been a difficulty not easily overcome. Popularity counts for a great deal in this world, and Mr. Armstrong seems to have more than his share of staunch friends. He is diplomatic, generous, business-like, energetic, active, aggressive, enthusiastic and cordial.

With only one of the qualities a man would not stand for much, but blessed with them all would seem to make him ideally fitted for the presidency of any big organization. That is why Mr. Armstrong will just fit nicely into the niche in which he has been placed. He has two hobbies—one is the Century Road Club and the other is the chainless bicycle, geared up to "high C," with long cranks and 30-inch wheels. He extolls the praises of both. Mr. Armstrong is not always content to sit and watch the other riders go by in a road race. Rather he is often in the fastest sprint, not for the sake of the prizes, but to measure strides with the younger generation, and pick out coming champions and help them along by kind words of encouragement. In short, Mr. Armstrong is in every way one of those few specimens of rugged Americans who apparently grow younger every day and who lives on the principle that "to-day is the happiest day of his life, excepting to-morrow, which is going to be still happier."

### KRAMER MAKES A CHANGE

Champion "Induced" to Ride a Foreign Bicycle—Sails Soon for Paris.

Frank L. Kramer, of East Orange, N. J., America's, if not the world's, premier sprinter, who won the national amateur championship two years and who has held the professional championship for five successive years and who has ridden a Pierce bicycle for these seven years, and longer, is making ready to change his mount.

He is going abroad next month and his tried and true Pierce will not go with him.

If he returns in time and decides to contend for the American championship this year he will return to the Pierce. But while abroad he will ride a Peugeot, and, of course, "there's a reason." According to foreign intimations, Kramer will receive twice as much for riding the French machine as he has received from the George N. Pierce Co., which common reports place at \$40 per week. Incidentally, that sum or any other sum he may have received, represents the only weekly salary now paid to an American racing man for riding a specified machine.

The champion signed a remunerative contract with Beyer & Coquelle, the Paris race promoters, when Coquelle was here for the six-day race, and will sail for France on or about March 15th.

### New Idea for Handicap Races.

Half and one-mile handicaps usually fill in a program well, but often prove somewhat monotonous is run off in the old style, and in many cases the riders are unevenly distributed in the final. A new idea in handicap racing is being tried with success in Paris and might be adopted with good results here.

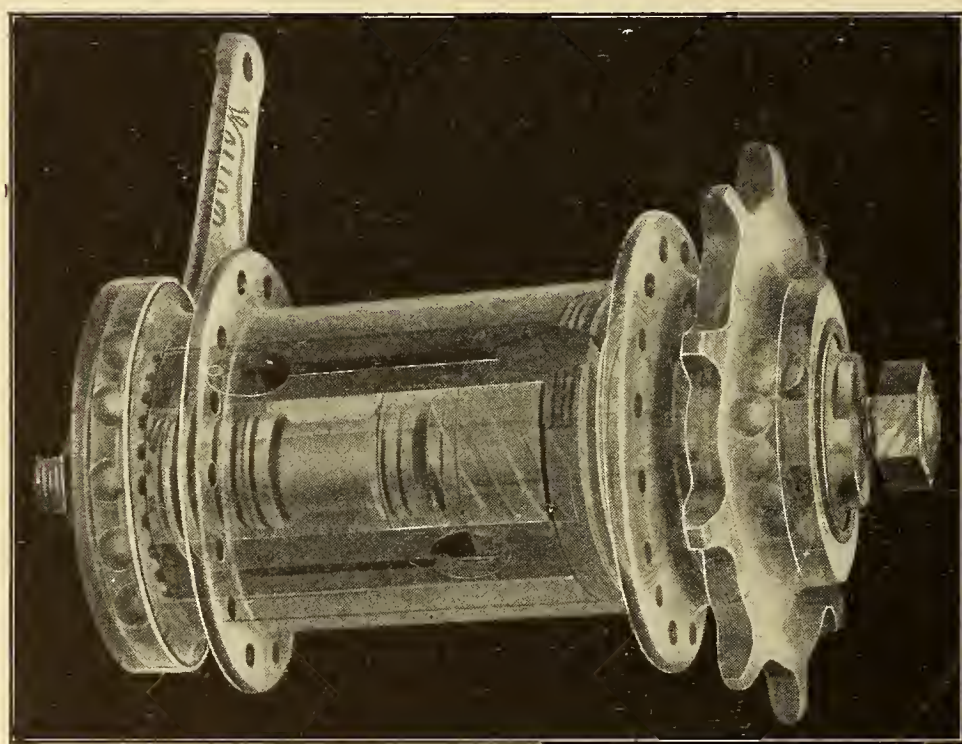
The idea is to divide the entrants into, say, six classes, all the riders receiving 70 yards or more in a half-mile event, to contest the first heat on even terms, the winner to qualify for the final and start from his actual mark. Riders receiving 60 and 65 yards to contest the second heat, and so forth, which really means a series of match race for back-markers, middle makers and limit men. The final would, therefore, produce a model handicap in which the chances of every rider would be equal, and so do away with the bunches separated by yards of daylight which are now caused by many of the men loafing for the others instead of going all the way.

### Where Bicycles Can't use Horns.

After the first of February the use of horns in Holland will be restricted to motor cars alone, and there, at least, the ungainly spectacle of a small boy riding a small bicycle and tooting a big automobile horn, will have become a thing of history.



When They Speak Of It As  
“The Good Old”  
**MORROW**



that term conveys a volume of real meaning.  
It is but another way of stating that the  
Morrow—the pioneer coaster brake—  
has been long tried and been  
found thoroughly true.

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ECLIPSE MACHINE CO., - Elmira, N. Y.



## ROLL OF THE MILEAGE MEN

Standing of C. R. C. of A. Riders who Reported "Hundreds" and Miles.

Forty thousand four hundred and ninety-six miles during 1905. This is the record of the reported mileage of the members of the Century Road Club of America, and it is conclusive evidence that cycling is again coming into its own, especially so in view of the fact that there were no prizes offered for mileage competition during the year; they were given only for centuries.

The man making the highest mileage, as told in last week's *Bicycling World*, was William J. Hampshire, of San Jose, Cal., who rode 826 miles, as against the record of 11,761, the greatest number of miles ridden by any one member during the previous year. Hampshire also won the highest century medal, having reported 73 of these during 1905, which is 21 more than the highest man scored in 1904. It is not surprising that the prizes of these competitions should fall each year to a California rider, in view of the climatic conditions prevailing in that State. Henry H. Wheeler, the orange grower of Pomona, Cal., who won both competitions in 1904, has, he states, kept an accurate tally of the "rideable" days in California. Last year, he writes, there were 345 clear days out of 365, and in 1904, 355 days were conducive to cycling. So that it is not surprising that an Easterner, who has only about half this number of days in which to do his cycling, should not win the prizes.

Thomas W. Davis, of Peoria, Ill., that "grand old cycling evergreen," who is more than seventy years of age, was second in the number of miles ridden during the year, having checked 6,802. During the year just past four members of the C. R. C. of A. passed their 100-century mark and obtained the special certificates for that achievement. They were William G. Meister, Brooklyn; Fred E. Mommer, New York City; Fred I. Perreault, Malden, Mass., and Gilbert C. Badeau, Rockville Centre, N. Y.

The list of those who reported three or more centuries each as compiled by J. W. Peterson, chairman of the road records committee, is as follows:

1. William J. Hampshire, San Jose, Cal. 73
2. Fred L. Perreault, Malden, Mass. 61
3. Emil Leuly, West Hoboken, N. J. 48
4. Andrew Clausen, Chicago, Ill. 37
5. H. E. Fischer, West Hoboken, N. J. 36
6. Wm. L. Russell, Brooklyn, N. Y. 36
7. Harry Early, Bayonne, N. J. 29
8. O. J. Nelson, West Hoboken, N. J. 28
9. Fred E. Mommer, New York City 27
10. Albert D. Rice, Winthrop, Mass. 18
11. Thos. S. Floyd, Winthrop, Mass. 18
12. Gilbert C. Badeau, Rockville Centre, N. Y. 15
13. R. Rohrwerder, Brooklyn, N. Y. 15
14. F. S. Campbell, Brooklyn, N. Y. 13
15. A. H. Seeley, New York City 13
16. Ernest C. Grupe, Brooklyn, N. Y. 12
17. Fred Pfarr, New York City 12
18. George W. Seward, Brooklyn, N. Y. 11

19. W. E. Brackett, Lynn, Mass. 11
20. George P. Hayward, Richmond Hill, N. Y. 10
21. Wm. E. Thompson, Brooklyn, N. Y. 10
22. Nobel C. Tarbell, Lake Geneva, Wis. 10
23. P. J. Sheary, Jersey City, N. J. 8
24. Wm. C. Meister, Brooklyn, N. Y. 8
25. James Clowes, Paterson, N. J. 8
26. John Eubank, Brooklyn, N. Y. 8
27. Arthur C. Pierce, Malden, Mass. 8
28. Harry B. Hall, Brooklyn, N. Y. 7
29. W. F. Van Malder, Dorchester, Mass. 6
30. William F. Watson, Philadelphia, Pa. 5
31. Chester Graham, Bayonne, N. J. 5
32. Fred J. Wieman, New York City 5

## Four Centuries Each.

Charles Hausen, Jersey City, N. J.; Frank Hutzwohl, Jersey City, N. J.; Fred W. Jones, Passaic, N. J.; Charles Pfister, New York City; Henry H. Wheeler, Pomona, Cal.

Total number of centuries reported during the year, 684.

## Multiple Centuries Ridden.

Fred I. Perreault, Malden, Mass., 19 doubles, 1 triple.

Andrew Clausen, Chicago, Ill., 3 doubles.  
O. J. Nelson, West Hoboken, N. J., 2 doubles.

William L. Russell, Brooklyn, N. Y., 2 doubles.

W. E. Brackett, Lynn, Mass., 2 doubles.

Emil Leuly, West Hoboken, N. J.; Harry Early, Bayonne, N. J.; H. E. Fischer, West Hoboken, N. J.; P. J. Sheary, Jersey City, N. J.; Wm. J. Hampshire, San Jose, Cal.; R. S. Campbell, Brooklyn, N. Y.; A. H. Seeley, New York City; Fred E. Mommer, New York City; Fred W. Jones, Passaic, N. J.; John A. Eubank, Brooklyn, N. Y.; F. Rohrwerder, Brooklyn, N. Y.; Albert D. Rice, Winthrop, Mass.; Thos. S. Floyd, Winthrop, Mass., one double each.

Those who piled up the mileage "for the fun of the thing" and the number of miles they reported during the year, were as follows:

William J. Hampshire, San Jose, Cal., 11,826; Thomas W. Davis, Peoria, Ill., 6,802; Noble O. Tarbell, Lake Geneva, Wis., 4,400; Henry H. Wheeler, Pomona, Cal., 4,058; Fred E. Mommer, New York City, 4,024; Chester E. Graham, Bayonne, N. J., 3,295; Gilbert C. Badeau, Rockville Centre, N. Y., 2,343; P. J. Sheary, Jersey City, N. J., 2,247; Andrew Clausen, Chicago, Ill., 942; George H. Hoag, Lake Geneva, Wis., 559. Total, 40,496 miles.

France has again proved her utter lack of sporting blood by the action of the French Motorcycle Club in deciding to hold a new international cup race of its own in May next, coupled with the announcement that the firms of Alcyon, Peugeot and Grifon will not compete for the international cup which was won so handily by the Austrians last year. The three mentioned are representative of the industry in France and the only reasonable inference that can be drawn from their attitude is, that having small hope of winning the cup back in the regular event which has now been run off a sufficient number of times to earn the title of the "Little Bennett," they prefer to create a fresh event of their own in which France stands a better chance of monopolizing things, exactly as the French automobile makers have done.

## AMERICANS SWEEP AUSTRALIA

Lawson and McFarland Having Things Their Own Way—What they Have Won.

Although snatches of Australian racing news have come to America via Europe, the reports are very far from being accurate, as shown by the Australian papers which arrived this week. The English prints conveyed the information that Iver Lawson and Floyd McFarland, the two Americans there, were having a hard time of it, but such seems to be not the case. Instead, Lawson has been placed in every race in which he has started, and "Long Mac" is riding even better than he did in the Antipodes last year, and better than he did here last summer. Up to December McFarland had been successful in scoring six firsts, eight seconds and two thirds, his winnings amounting to \$490, which, of course, does not count the big appearance money paid to foreign cracks and of which the Californian gets a big slice—nearly as large as that paid to Lawson.

Lawson's winnings up to that date amounted to \$665. W. E. Samuelson, late of Salt Lake City, who took up his abode in Australia when he heard that he would be suspended for life by the National Cycling Association, seems to be having a hard time getting into the running. Samuelson trains hard; in fact, he is always the first man on the track for work-outs and the last one to go to his dressing room. It may be that he over-trains, but the sudden change from Utah's rarified atmosphere to Australia's damp and muggy air undoubtedly had a deleterious effect upon this rider. But Samuelson has won one or two handicap races and Lawson yet looks for great things from him.

The two German riders—Walter Rutt and Henri Mayer, the former who is well known to Australian "fans" and the latter the middle-aged man with the penchant for odd hosiery and silk garters, who was imported expressly to keep Lawson from taking too much money back to America, also are having a stony furrow to plow. Mayer beat Kramer in Paris last spring and the Australian promoters expected him to simply walk away from the visiting Americans, but things have failed to turn out that way. Thus far both Rutt and Mayer's winnings would not pay their board at a high-class New York hotel for a week.

McFarland started riding at the Sydney carnival and has been very successful. In the Rutt five-mile scratch on November 1, McFarland finish second to Ernest A. Pye, and had the American not begun to unwind too late it is probable he would have beaten the Australian, as not more than two inches separated them at the tape. Time, 10:52. At the following meet on the 4th, McFarland finished third, Pye again scoring first. On the 8th, in the five-mile Lawson scratch, the Californian was third, after an exciting



race with Clark and Farley. "Long Mac" led half a lap from home, but the two Australians teamed and shut the American out. McFarland finished first in the five-mile race on the following Saturday night, beating out Arnst, Clark and eighteen other Australian cracks. Time, 10:45. In the one-mile scratch race at one-mile for the Orient plate at the same meet, McFarland finished second, O. H. Brooks, who is generally regarded as the coming Australian champion, beating him out by half a length. Time, 2:04½. Although McFarland is superstitious and has a horror of riding on the 13th, he broke his rule and competed in the five-mile event on that night. The American rode in brilliant form and was only beaten at the tape by an inch or so by George Farley, many of the spectators thinking it a tie. Lawson did not start in any of these races.

At the East Melbourne meet on November 25, all three Americans—Lawson, McFarland and Samuelson, rode, and carried off most the money. In the final heat of the one-mile scratch Corbett did most of the pacing. In the bell lap McFarland went ahead pulling Lawson and the pair had things easy after that, Lawson, of course, crossing the tape ahead of his business manager and health adviser. Time, 2:10½. Lawson landed the five-mile scratch, McFarland finishing second, Farley, third; and Samuelson, fourth. Time, 11:05½.

The next appearance of the Americans was at the Austral meet which began December 9th. The elongated San Josean surprised everyone and caused the bookies to shed real tears when he finished in front of Lawson and Farley in the one-mile scratch, in one of the closest finishes that has been witnessed this summer—it is summer now in the Antipodes. Lawson finished third in this race. Lawson won the five-mile open the same day, however, from Gordon. Time, 10:30¾. On Wednesday, the 6th, Lawson was first in the mile race, McFarland finishing second. In the four-mile event with substantial mile prizes, the Californian copped the first, second and third and finished second to Lawson in the last. Time, 8:37¾. Lawson won the one-mile scratch race on Saturday, with Mc-

farland second and Morgan third. On the following Monday Lawson placed another first to his credit, Walter Rutt, for the first time getting as good as second. The event was a four-mile lap and Samuelson captured most of the "come-ons."

Lawson and McFarland did not remain at the Austral meet for the big event—the classic Austral wheel race, the winner of which gets nearly \$2,500. The reason is not positively known, but it is thought because the promoters adhered to their pre-made resolution not to pay abnormal appearance fees. Anyway, these two riders left for West Australia, where they cleaned up as much, if not more money, than they would have gotten out of the Austral meet. Rutt, Mayer and Samuelson remained and the former were overjoyed at the absence of the two Americans for they were enabled to pick up several seconds and thirds. Samuelson rode well but did not get placed. At Coolgardie, January 3, Lawson was especially fortunate, winning the three and five-mile open events and the half-mile handicap from scratch. McFarland finished in front in the "first-class" handicap, starting from the 10-yard mark.

#### Butler Shows Form in Paris.

Nathaniel Hawthorne Butler—the elongated "Nat"—formerly of that intellectual town of Cambridge, Mass., but who has now taken up abode in the gay Latin Quarter, Paris, has taken a new lease on life and in cycle racing. At the winter track in Paris on Sunday, 21st ult., the American decisively defeated Lorgeou and Bruni, two well-known continental cracks, in a hour's paced race and incidentally set up a new European indoor record for the time. Butler covered 50 miles 1,489 yards during the hour. Butler went abroad last spring and liked the climate of France so well that, when Kramer, Walthour, Fenn, Menus Bedell, MacLean and Krebs returned, Butler decided to remain. He has not been very successful, however, winning more seconds and thirds than firsts. Recent advices state that the veteran American is coming into his own again and may prove a formidable opponent for the European cracks next second, which certainly will

prove remarkable as Butler is one of the oldest of the track campaigners.

One other American rode at the same meet. He was Oscar Schwab, formerly of Newark, N. J., who also likes Paris very well. Schwab made his appearance in an hour's tandem relay race, paired with Rettich, the German. Thirty riders, composed of 15 tandems with three teams of five pairs, met in this event, the competitors being allowed to relieve each other at their own volition. Thuan and Vanoni, the latter the Italian-French-American, who made himself a prime favorite with the New York six-day race going public, put in the best work for their team, gaining the only lap. The other four pairs were Schwab-Rettich, Nedela-Massart, Jaeck-Lombeet and del Rosso-Casapezzi. In the hour the winners covered 28 miles.

#### Albany Cyclists Elect Officers.

At the annual election the Albany Bicycle Club, Albany, N. Y., the following officers were chosen: President, Frank E. Snyder; vice-president, Richard O'Connor; treasurer, Carroll F. Smith; recording secretary, William Lamb; financial secretary, Frank Y. Russo; assistant financial secretary, Albert G. Taaffe; sergeant-at-arms, Charles H. Gehnrich; trustees, Frank Le-land, Jay Kniskern, John R. Taylor, Charles H. Smith, Jr., and George B. Powers; time officers, William Dick, George W. Oliver, Frank H. Havens and Charles H. Gehnrich.

#### Kipling Makes a Comparison.

Rudyard Kipling is nothing if not a "comparisonist," and he delights in symbolizing the bicycle and motorcars. In his latest book, wishing to speak in praise of an engineer he says that, if you left him alone with a jar of oil he could persuade "a free-wheel bicycle to do typewriting."

#### Munich's New Track.

Munich's new track at Milbertshofen, three miles out, will be two-thirds of a kilometer to the lap. It will be banked 19 feet, and will be between 30 and 40 feet wide, with seating capacity for 35,000 spectators.

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How the Florida Pickaninny Earned an Honest Penny.

### Motorcycles vs. Motor Cars.

"I am entirely giving up motor cars and intend to use nothing but tricars," writes the Hon. Leopold Canning, one of the best known of British motorists. "The modest tricar is such an excellent little vehicle that no car can possibly be compared to it for all-round use. Not only is a good tricar a better hill-climber, speedier, and just as reliable as a good car, but one can dispense with a chauffeur and his expense. There is nothing like a good tricar or motor bicycle for real enjoyment, and though I have had plenty of experience of big four-cylinder cars, nothing can compare with the fascination of driving tricars or motorcycles. I have a motorcar, but it is seldom used, as I prefer my motorcycles; in fact, the car is going to be laid up altogether. I should sell it if I did not intend to keep it always, simply because it is a racing car, and won one of the classic races in France."

"On the motor bicycle I have had enjoyment such as the mere car can never yield," says another motorist. "Indeed, had I not a passenger in mind, I should not trouble to consider the matter of car owning at all. I have been on a 40 horsepower car and found the going tame—found a lack of that enjoyment and realization of speed which the bicycle so fully yields. We were 'eating' the road, yes, but the life, the soul-stirring flight of the bicycle was missing. Then what a business to secure

these bursts of speed. What a job to overhaul and keep going this costly and cumbersome affair. What an expenditure of time, energy and money to accomplish what the still faster and much handier high powered bicycle can beat. Compare the doings of the 40 horsepower car with those of a fast motor bicycle. True, the motor bicycle requires nerve and pluck and such things are not to be bought for money, but to the rider gifted with the essentials, what sport the two-wheeler can give!"

### Hen Hurt Motorcyclist, Who gets Damages

Since cyclists first began to appear on the highway in numbers the question as to why a hen crosses the road has been one of burning importance and the penchant of rural poultry to preempt the center of the lane of traffic is something that has resulted in the extinction of some of the afore-said poultry more often than otherwise. But from that land of many strange things in cycledom—the "tight little isle," comes an account of an incident that indicates that the turn of the cyclist has come at last, even though the fowl did suffer simultaneously.

A school teacher was riding a motor bicycle along an English country road, when, totally without warning and apparently with "malice aforethought," a fowl—sex not given, hurtled out of the hedge and into his wheel. The motorcyclist was unseated violently and brought an action

against the farmer, asking damages in the large sum of 30 shillings, equivalent to \$6.10. The action was prosecuted to a successful termination by the National Cycling Union, the judge stating in his opinion that the owner of poultry was clearly responsible for its vagaries, and "that people must learn to exercise proper control over their stock, whether it was cattle, pigs or poultry."

### How to Strike a Light.

One usually has a box of matches in the daytime, but many motorcyclists find on a wet, windy night they have either used all their matches in trying to light their lamps or have forgotten the matchbox. One of the fraternity who frequently has been perplexed by this dilemma suggests the following: Disconnect the secondary wire from the spark plug in the motor and connect to a spare plug; lay this on the cylinder head, keeping the terminal away from the metal.

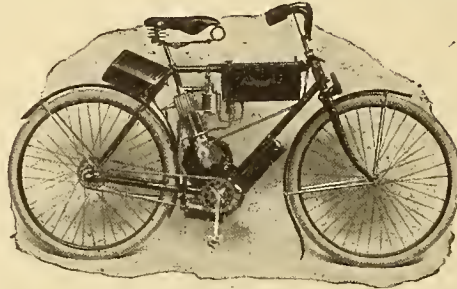
Make a small torch by cutting a cleft in a stick and fixing a piece of waste, paper or rag therein; turn on the spark, soak your torch in gasolene and you have the necessary light. If you have an open spark gap in the circuit the light can be obtained from this without unscrewing the terminal.

"Motorcycles: How to Manage Them." Price, 50c. The Bicycling World Co., 154 Nassau Street, New York.



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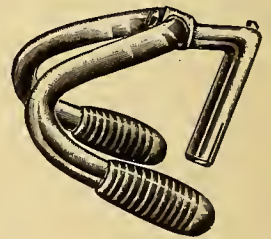
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## CARE OF THE MOTOR BELT

## What Should be Done to Obtain Best Results—Fit of V Belts.

Notwithstanding the many ingenious inventions which have lately been placed at the disposal of the motorcyclist, he is far from being free from troubles, which, minor in themselves, are yet in the aggregate capable of causing a vast amount of delay, with a corresponding loss of temper on the driver's part, and such troubles are, of course, emphasized when the mechanism is in careless hands and does not receive its due share of attention, says a foreign authority.

Some men seem to expect a machine to go off right away directly the gasoline tank and oil chamber have been filled, and the accumulators charged, and to continue to go in perfect order, so long as these three simple conditions are complied with and maintained.

These are, however, merely the fundamental points—the actual necessities to ensure motion; but behind this lies the science of attention to minor matters if uniformly good results are to be attained, and where the amateur novice gets to the end of his tether, the expert steps in and progression is re-established, in all probability without so much as the addition of a single penny-worth of any other materials than brain and common-sense. Leaving out the giant puncture field, perhaps the chief troubles are belt-slip, brake failure, difficulty of starting in cold weather, and the maintenance of correct mixture in cases where the carburetor is not of the automatic variety.

All these factors and many others are amenable to the tricks taught by experience only. Many machines, especially of the tri-car class, are to be seen fitted with belts totally incapable of transmitting the engine power. The primary fault may be in the width of the belt, in the shape and depth of the grooves in the pulleys, merely incorrect adjustment, or, again, want of condition due to negligence of the belt itself.

In a belt-driven motorcycle, especially when of high power, the belt should be, perhaps, the leading item for constant observation, for on its proper transmission of engine-power already provided depends the rate of progression and the power to climb hills. Many recipes have been given for doctoring slipping belts—and belts do not slip even when original conditions have been properly attended to—some crude and worthless, others equally simple yet efficacious, yet it is in the knowing the one from the other and studying the various conditions in an intelligent manner that alone the best results can be obtained.

The novice, when his belt slips, will usually fly to the obvious and easy method

of shortening and so tightening his belt grip. When this no longer serves him, he may resort to an application of resin, when the machine will romp away for a mile or two, when the resin will become glazed by the heat of friction and the belt slip more furiously than before. Treacle has been tried and acts much in the same manner as resin, but with this difference, that the treacle does not begin to "bite" immediately; once it does, it probably drives a little longer than resin.

In either case, the leather belt is suffering, and trouble is being piled on trouble, for neither resin nor treacle have any chemical affinity for leather, unless in the direction of destroying it.

A belt just returned from a long touring trip, and slipping somewhat towards the finish, should first of all be removed from the machine, and, if possible, given a day or two days' rest, not subject to tension; this alone will restore its driving power, as the tension release will cause it to shrink somewhat in length, with a corresponding increase in cross-section; but a further improvement may be made by a simple cleaning or scraping of the V sides, and this may be followed by a quick rub over with a bit of rag soaked in gasoline, which will leave us with a practically clean belt so far as grease is concerned.

This treatment should take place immediately after a long run, and, if time allows, should be followed by a careful administration of collan oil to the sides only of the V-shaped belt. Collan oil, however, is difficult to obtain locally, in which case commercial castor oil is the best substitute, but it is useless applying either oil, unless time can be allowed the belt to absorb it.

Other points to be noted in respect to the V-belt are: That the engine pulley groove should be of such an angle and depth that the belt correctly fits at its sides, but cannot reach the bottom of the groove, the belt, consequently being wedged in the groove, and the whole of the drive being taken by the two taper sides.

## The Gradeometer for Motorcycles.

"In the Bicycling World recently mention was made of an automobile having been used to get the grade of hills, on account of its having a 'gradeometer' on the dash," writes C. C. Hopkins. "I have been using one of these gradeometers on the top bar of my motorcycle for two years and find it a very useful, entertaining and reliable little instrument. Grades are so deceiving and their surfaces are so different that it is almost impossible to judge the percentage of rise without an instrument of this kind. The satisfaction of knowing exactly how much of a grade you are climbing will compensate for the small cost of these gradeometers in one trip. They are usually sold for \$1.50. There are frequently very warm arguments about the grade of hills, and when these come up the man with a gradeometer can generally settle them quickly and finally.

## BAUMAN BEATS BUFFALO'S BEST

## Wins Both Events at Armory Games—Hot Fights for the Places.

W. E. Bauman, of the Ariel Athletic Club, was the star that shone brightest at the races at the 65th Regiment Armory in Buffalo, N. Y., last Friday night, 9th inst. Bauman won the two-mile handicap from scratch and carried off the honors in the five-mile open after a hard ride and a grueling finish.

Ten men qualified in the final heat of the two-mile handicap and they were strung around the circle from the 160-yard mark to scratch. Bauman rode in fine style and only "nailed" V. Barrett, who had 120 yards, almost at the tape. J. M. Tanner, of the Moonshiners, with 20 yards, finished third. The time was 5 minutes 19 $\frac{3}{4}$  seconds, almost the armory record.

There were nine of Buffalo's crack flat floor riders to contest the five-mile open. It was one long sprint, too long for the riders, but the spectators thought it was all too short, as one rider never held the lead for more than one lap. Bauman, Tanner, Schudt, Schue, Delling and the others alternated in going to the front, only to lose their hard worked for advantage to some other rider. Bauman finally won out by a narrow margin from Tanner, Delling scrambling in for third place. The time was 13:17 $\frac{1}{2}$ . The summaries.

Two-mile handicap, three to qualify in each heat for the final—First heat—Fred Schudt (scratch), first; J. M. Tanner (20 yards), second; Gurney Schue (30 yards), and Alfred Mercer (50 yards), tied for third. Time, 5:28 $\frac{3}{4}$ . Second heat—V. Barrett (120 yards), first; W. E. Bauman (scratch), second; Gus Hart (160 yards), third. Time, 5:22 $\frac{1}{2}$ . Third heat—C. J. Smith (100 yards), first; H. S. Sykes (115 yards), second; A. W. Holmes (110 yards), third. Time, 5:25 $\frac{3}{4}$ . Final heat—W. E. Bauman, first; V. Barrett, second; J. M. Tanner, third. Time, 5:19 $\frac{3}{4}$ .

Five-mile open, two-mile heats, three in each heat to qualify for final—First heat—W. E. Bauman, first; V. Barrett, second; R. J. Hoover, third. Time, 5:43 $\frac{3}{4}$ . Second heat—C. M. Tanner, first; Charles McCracken, second; J. Barbach, third. Al Mercer fell. Time, 5:34 $\frac{1}{2}$ . Third heat—Fred Schudt, first; Gurney Schue, second; E. Delling, third. Time, 5:37. Final heat—W. E. Bauman, first; J. M. Tanner, second; E. Delling, third. Time, 13:57 $\frac{1}{2}$ .

They have had so much tire trouble from broken glass in Cleveland, Ohio, that the chief of police has been petitioned to put a check on the miscreants who are getting very careless in throwing glass and other refuse of a nature injurious to tires in the streets. He has issued orders, of course, and also asked for the names of any persons seen throwing glass or other sharp substances in the street.



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## DOING STUNTS ON CYCLES

## How the Professional Performers Train for their "Death-Defying" Feats.

Bicycle trick riding is a form of attraction that has held its own on the "continuous" through thick and thin, and now the even greater popularity of the wheel on the stage is hailed by a writer in Leslie's Weekly as one of the many indications of its increasing acceptance generally. There are dozens of trick bicycle riders on the various vaudeville circuits and their number has never been greater than at present, for nothing but the most bizarre and daring feats appeal to a public already sated with performances bordering closely on the impossible and their successful carrying out requires lengthy preparation. The most daring performer of this kind—Minnie Kaufman, may be cited as an instance of this, for she can look back upon 11 years' experience, which began when she was nine years young, for like most performers of this class the trick cycle rider must be caught young. In addition to being the accredited world's champion woman rider, Miss Kaufman is the star performer of a whole family of Kaufmans, who have been playing a long run at the Hippodrome in New York this season.

How strenuous and lengthy the preparation may be and the manner of its rehearsal that culminates in the neatly turned trick which causes the audience to catch its breath, is a sealed book to the outsider. But the cyclist who wishes to turn his abilities to account by acquiring further skill will find plenty of assistance for there are schools in various large cities. New York lays claim to one of the most elaborate of its kind, while Paris is credited with a number of gymnasiums where professionals resort to practice their new and startling stunts. Here are bars, ladders, tables, heavily built chairs besides other odd appearing fitments, as well as the "mechanics," which are not plumbers or carpenters, but long ropes suspended from the ceiling and running over pulleys.

Without the mechanic the beginner would find his task more than doubly hard and but for its timely assistance might never survive to get it down pat, for the device is a life saver more than anything else. There is scarcely a trick in which this rope or sliding mechanic does not play an important part. Whether practising in the air, on the trapeze or on the bars, the end of the mechanic goes about the performer's waist and prevents many a bad fall. At first sight it would seem that the variety of trick performances possible with the aid of a bicycle would be rather limited, but when the almost endless chain of "stunts" that have been devised and of which it forms the moving cause are borne in mind, it may be said that nothing lends itself so

well to the purposes of the trick performer as the two-wheeled steed.

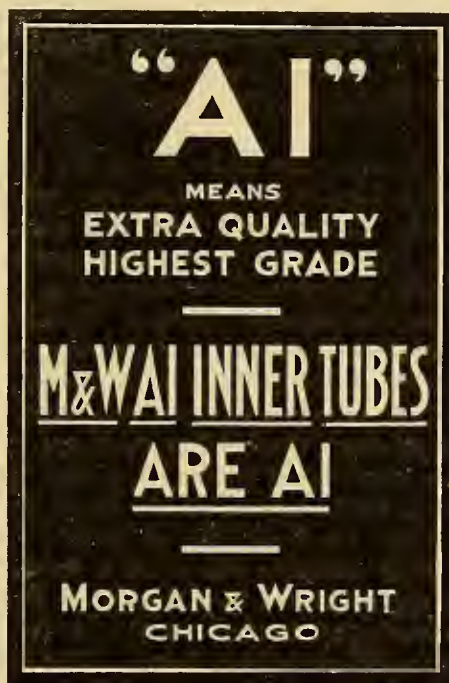
To ride a bicycle, that and nothing more, is about as simple an operation as walking and just as the average individual can with little effort acquire odd, comic steps, so can the ordinary cyclist master a few tricks with the wheel such as riding with the front wheel off the ground, jumping obstacles or balancing on one pedal. But these are naturally far beneath the level of the stage performer's ability, nor would they be at all apt to interest an audience. Crawling through the frame of the wheel, or balancing on one's head on one pedal with

precipitate the task required in mastering such a performance. While nothing like as spectacular, no little preparation is involved in acquiring the ability to worm one's way through the comparatively small opening of the diamond frame, coming out on the other side and up in the saddle again without even a waver of the machine. To learn this the beginner starts by leaning the wheel up against the wall or a chair to practise, or frequently an assistant holds the wheel up, gradually permitting the performer to balance alone. It all sounds very easy, but it takes months of patient work and wonderful muscular control.

The pirouette is practised with the aid of a rope which maintains the machine in an upright position. With the strap of the "mechanic" about the waist and keeping the hands on a rope stretched taut a short distance below the ceiling, the performer rides round and round with the wheel in this dangerous position. An accident is averted in the case of a loss of balance or nerve by grasping the ceiling rope and letting the machine continue unaided. Once having attained the requisite degree of confidence, however, these assistants are then dispensed with. In the acquirement of some of the most difficult tricks the services of two or three human assistants are necessary, as in the case of riding full tilt against a table, turning a somersault over it and riding over the other side without missing a stroke of the pedals. And beside the table and the two-legged assistants, its practise calls for a generous provision of cushions to soften the falls. This is a trick of which Miss Kaufman is credited with having a monopoly in this country.

In practising the various combination balancing acts where half a dozen or more performers take part, all balancing on the head, shoulders and on the wheel on either side of the central rider, there are many falls and sometimes serious accidents. And the sliding mechanic is in demand for acquiring these combination tricks also. The wheel with its central figure balanced is stopped against a table, upon which stand the pair, who are to perch on the rider's shoulders. They grasp the ends of the ropes that slide around the ceiling in circular grooves and the aggregation starts off. Should they happen to lose their balance, nothing more serious than dangling at the end of the rope for a moment and sliding to the floor results. Four or six performers are required to build the living pyramid that rides around on a single wheel and the loss of balance on the part of one leaves all suspended in the air. The confidence that comes with continued practise soon makes it possible to discard the ropes and from then on, it requires but the finishing touches to give that air of utter nonchalance that is acquired for the benefit of the audience—just to show how easily it is done.

But even at that the performer is constantly in danger, though the fact that most trick bicycle riders are also accomp-



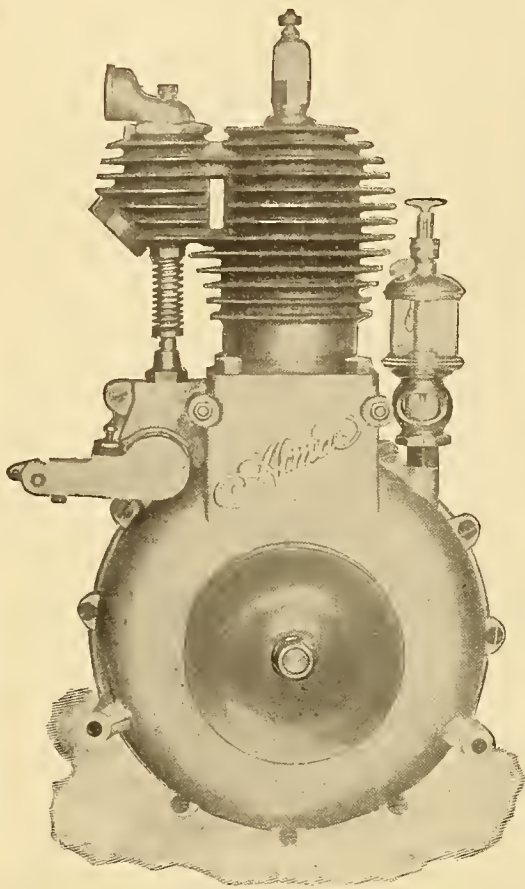
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the bicycle under considerable headway have become commonplace by comparison with the more daring feats to which they have led, such as riding on the rear wheel at a good pace while taking the "phony" bicycle to pieces. It is all there, the stage bicycle, but it is cleverly devised to stay together when wanted and to come apart at a touch, but for all that the sight of a young girl riding about the stage on one wheel with the front wheel and forks in one hand and the frame in another is something that appeals to the cyclist.

If the foregoing stunts take nerve for their successful accomplishment and few will dispute the fact, what can be said of the "pirouette" which consists of riding about the stage at a mad pace for several laps and then suddenly rearing the bicycle perpendicularly on its hind wheel in the center of the stage and causing it to spin about like a top until the wheels and performer are blended in the whirling lines and the spectators become dizzy with watching. Only those who have attempted some of the minor tricks to the detriment of various parts of their anatomy can ap-



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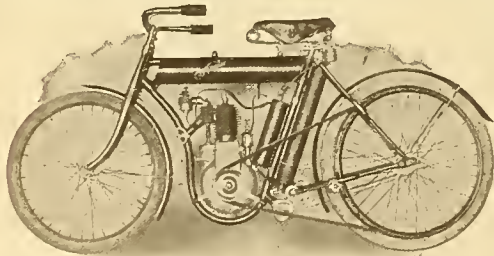
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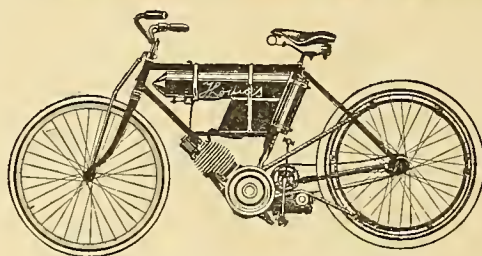


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lished acrobats goes far in keeping down fatalities from accidental falls. One of the first accomplishments of the beginner is this direction is mastering the "flip flap," which is a sort of hybrid back hand spring, first backward to the hands and forward to the hands. To accomplish this a belt is buckled around the performer's waist, a rope is fastened on each side of it being held by two men. The would-be performer bends forward until the hands touch the floor, then the ropes are pulled smartly and the beginner is compelled to spring backward until the hands touch the floor in that direction. This is repeated until the trick can be done readily without assistance. The perfect control of the muscles under all circumstances that comes with long continued practise goes far to enable the performer to bring up standing regardless of when or where the fall starts—like the feline, he can usually manage to land on his feet.

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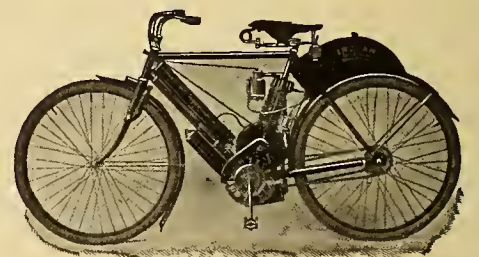
# THE CHAPTER

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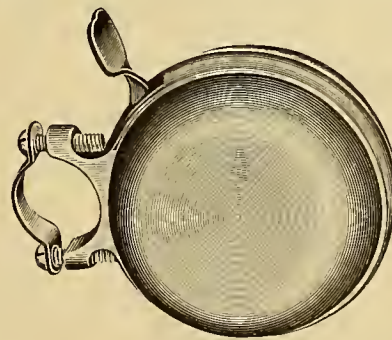
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**Duckworth Chains**  
are the most satisfying  
chains ever applied to  
Bicycles or Motorcycles  
**DUCKWORTH  
CHAIN & MFG. COMPANY**  
Springfield, Mass.

### The Week's Patents.

811,618. Carburetter for Hydrocarbon Engines. Charles H. Claudel, Argenteuil, France. Filed May 26, 1904. Serial No. 209,976.

Claim.—1. In a carburetter for supplying motors, the combination of a vaporizing or gasification chamber, a casing surrounding this chamber and providing for the exhaust-gases of the motor a passage having two parts which overlie different portions of said chamber, the outer walls of said parts being heat-conducting to an unequal extent, and means for varying the distribution or circulation of the exhaust-gases in the two parts of said passage.

811,630. Bearing. Charles Glover, New Britain, Conn., assignor to the Corbin Screw Corporation, New Britain, Conn., a corporation of Connecticut. Filed Oct. 10, 1905. Serial No. 282,145.

Claim.—1. A bearing having an outer grooved ring, an inner grooved ring, balls therein, and through-shaped pieces of sheet metal for separating the balls.

811,656. Spark-Coil. Charles P. L. Noxon, Syracuse, N. Y. Filed Sept. 26, 1904. Serial No. 225,930.

Claim.—1. The combination of a primary circuit, a secondary circuit, means for interrupting the current in the primary circuit, means for holding the first-mentioned means in its position assumed when the current is interrupted thereby, and mechanical means for making and breaking the primary circuit, substantially as and for the purpose described.

811,680. Controller for Sparking Devices of Gas-Engines. Daniel B. Willis, Alexandria Bay, N. Y., assignor of one-half to George W. Willix, Alexandria Bay, N. Y. Filed Apr. 24, 1905. Serial No. 257,266.

Claim.—1. In a gas-engine or the like, means for controlling the current to the igniters, comprising a set of contact-terminals for each igniter, each set consisting of a contact-terminal connected in a primary circuit of an induction-coil, and contact-terminals connected in the secondary circuit of the coil and to the igniter, all of said contacts being arranged in a single row, and means operating with the main shaft of the engine to close said contacts.

811,708. Ball-Bearing. Samuel S. Evland, Philadelphia, Pa. Filed Sept. 21, 1905. Serial No. 279,405.

Claim.—1. A bearing comprising the combination of concentric rings whereof one is grooved on its outer face, balls interposed between said rings and arranged in said grooves, and a cage comprising a crown-toothed ring having between its teeth countersinks and having the ends of teeth enlarged and provided with concave faces to permit of the insertion of balls and having the shanks of the teeth inclined to form with said countersinks and the enlarged heads ball-sockets, substantially as described.

812,373. Pneumatic Tire Protector. Lester L. Sidwell, Rivera, Cal. Filed Sept. 23, 1904. Serial No. 225,661.

Claim.—1. A tire-protector comprising a series of curved protecting-pieces, bugers secured between said pieces and means for securing the said curved protecting-pieces upon the tire, said means adapted to slide upon the said curved pieces.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York.



# The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LII.

New York, U. S. A., Saturday, February 24, 1906.

No. 22

## PARTS AND ACCESSORIES LINKED

**Their Makers Form an Association and Appoint Committee to Confer With Cycle Manufacturers—Crosby Chosen President.**

As a result of the call issued by W. H. Crosby, H. S. White and R. D. Webster, the Cycle Parts and Accessories Association was brought into being in Cleveland, Ohio, on Wednesday last, 22d inst.

The promotion of cycling and the cycle trade was declared to be its purpose, and W. H. Crosby, of the Crosby Co., Buffalo, N. Y., was chosen its first president. The other officers elected were: Vice-president, Charles Alexander Persons, Persons Mfg. Co., Worcester, Mass.; secretary, H. S. White, Shelby Steel Tube Co., Pittsburg, Pa.; treasurer, W. J. Surre, Corbin Screw Corporation, New Britain, Conn.

The membership fee was placed at \$50 per year, a proportion of which will be accepted up to the date of the annual meeting which will occur in July. Four meetings per year are to be held.

There were those present who are deeply and earnestly concerned with improving the cycling situation and the ways and means of attaining that end were discussed at some length.

The upshot of it all was the authorizing of the president to appoint a committee to confer with a similar committee from the Cycle Manufacturers' Association, which already has been named for the purpose. The committee will render its report at the next meeting of the new organization which is to be held in Buffalo on the second Tuesday in May—the 8th. President Crosby has not yet named the committee.

The following were those present: Wm. H. Crosby, Crosby Co.; C. A. Persons, Persons Mfg. Co.; H. S. White, Shelby Steel Tube Co.; W. J. Surre, Corbin Screw Corporation; T. Weigle, Diamond Rubber Co.; J. W. Gilson, Hartford Rubber Works Co.; S. G. Rigdon, Goodyear Tire and Rubber Co.; R. G. Kennedy, Morgan & Wright; C. H. Hall, Badger Brass Mfg. Co.; W. S. Gorton, Standard Welding Co.; Chas E. Weaver, Kelly Handle Bar Co.; E. K. Orr, Worcester Pressed Steel Co.; C. K. Ander-

son, Frank Mossberg Co.; C. F. U. Kelly, Continental Rubber Mfg. Co.; D. S. Troxel, Troxel Mfg. Co.; J. Withington, Forsyth Mfg. Co.; C. A. Hoagland, New Departure Mfg. Co.; J. B. Tucker, Tucker Woodwork Co.; F. S. Waters, Chicago Handle Bar Co.

In addition, letters were read from a number of concerns expressing their interest in the movement and promising their support.

## New Jersey Cancels Charters.

For non-payment of taxes for the year 1903, the charter of the American Bicycle Co. has been just formally cancelled by the State of New Jersey. The remnants of A. B. C.—the so-called Bicycle Trust—which once set the world by the ears, were long since gathered into the Pope Mfg. Co. and the name is, of course, but a memory. The cancelling of its charter is but a matter of form. New Jersey "cleans house" in this fashion once each year and in this instance the list of "dead ones" includes the names of several hundred defunct corporations. In addition to the American Bicycle Co., the others once identified with cycling are the American Bicycle Track Association, the Berry Bicycle Support Mfg. Co. and the Halcyon Cycle Co.

## Equitable Incorporates and Removes.

The Equitable Distributing Co., Boston, which a few years ago was organized by a number of New England cycle dealers to make purchases on the co-operative plan, has become a 'straightout jobbing concern, having been recently incorporated under the laws of Maine with the co-operative features left out. It has also removed to 24-26 Columbus avenue. Arthur Sidwell, than whom there are few riper veterans, remains the active manager.

## Fisk to Build in Chicago.

The Fisk Rubber Co. has contracted for the erection of a two-story, pressed brick, fireproof building at 1440-42 Michigan avenue, Chicago, adjoining the new structure of the Excelsior Supply Co. The new place is, of course, designed to house the Fisk branch in the Windy City, of which Ben H. Pratt is manager. The building is to be completed by April 15th.

## COST OF MOTORCYCLE DELIVERY

**Instructive Figures that Show its Economy and Wide Range of Usefulness.**

Although considerable prominence has been given one time or another, to the costs of operating motor bicycles under the various exigencies of continuous and intermittent service, there has never been given until this time, any accounting of the cost of operating the three-wheel type of machine for business uses, nor even any authentic data as to the performance of such machines in regular service. On that account the following figures giving the record of 25 days' work done by Peter Hanson, who rides a Manson motorcycle with a delivery box attachment in the service of A. Stevens & Co., of Chicago, Ill., silk merchants, are of uncommon interest.

During the twenty-five days, seventy-six trips were made in all, on an average of three trips per day, while the average time consumed in each trip, including the time of delivery, was 1 hour and 35 minutes. The total goods delivered amounted to 2,273 packages, or an average of 91 packages per day, which were carried an average distance of 4.8 miles, or  $9\frac{2}{3}$  miles per trip, making a total mileage of 726. The cost figured out at something like 10 cents a day for gasoline, which sufficed to carry the machine its daily average of 29 miles. The record in detail follows:

Date	Number of Trips	Time Delivering	Number of Packages	Number of Miles
Dec. 6	3	4h 15m	132	29
" 7	3	4h 45m	78	21
" 8	3	4h 30m	87	27
" 9	4	5h 30m	116	31
" 12	4	6h 30m	157	38
" 13	3	5h	96	27
" 14	3	5h	91	28
" 15	3	4h 45m	113	28
" 16	5	5h 45m	105	35
" 18	2	3h	69	21
" 19	4	4h 30m	82	35
" 20	3	5h 30m	121	41
" 21	1	1h 30m	15	18
" 22	3	4h	81	26
" 23	4	3h 30m	58	30
" 26	2	2h	25	17
" 27	3	4h	54	23
" 28	2	3h	47	18
" 29	2	4h	50	29
" 30	4	6h 30m	99	68



Jan.	2	1	3h	56	15
"	3	4	7h 30m	123	31
"	4	3	5h 30m	131	30
"	5	3	8h	158	29
"	6	4	7h 15m	129	31
<hr/>					
Total 25 ds.	76	118h 45m	2273	726	

Even though the figures are not extended to give an accounting of the cost of other supplies, and the approximate rate of maintenance, the average of less than a cent a mile for fuel, demonstrates the utility of the machine from an economical standpoint, and reveals something of its relative standing as a competitor of the light horse-drawn delivery wagon.

#### Fosdick's Sales of Four-Cylinders.

Although they have given it comparatively no attention and though about the only publicity it has received was mention in the *Bicycling World*, the Harry Fosdick Co., the Boston automobile dealers who are handling the F. N. four-cylinder, shaft-driven motor bicycles, report that already they have sold six of them. Despite its multiple cylinders, the machines is rated at but  $3\frac{1}{2}$  horsepower.

#### The Retail Record.

Miami, Fla.—Martin & Briley; new firm.  
Vermillion, S. D.—O. B. Nelson; store and contents destroyed by fire; loss \$2,000; insurance, \$1,500.

Brockton, Mass.—G. A. Gove, purchased business of E. M. Buffom, 145 North Main street, and will operate as the Brockton Sporting Goods Co.

#### Heat of the Gas Engine.

It has been proved by experiment that the temperature within the cylinder of the gas engine during the working stroke is frequently greater than that required to melt platinum, one of the most refractory metals known in the arts. And yet the parts run as smoothly as though they were submerged in water.

#### Motorcycles at Sportsman's Show.

Two makers of motorcycles are being shown at the Sportsman's Show, now holding the boards in Madison Square Garden, New York. They are the Thoroughbred and Yale-California and are included in the exhibit of the New York Sporting Goods Co., who are agents for those machines in the metropolis.

#### Pittsburg Jobbers Get More Room.

Having added to their accounts, Beltz & Delavie, the Pittsburg jobbers, have leased larger quarters at 524 Penn avenue. They will not take possession, however, until April 1st.

#### Germany's Great Export Gain.

For the 12 months of 1905, Germany's export of cycles and parts attained a total of 5678 tons as against 3811 tons in 1904; the values are not given.

## WHAT BECOMES OF OLD BICYCLES

### Traveling Man Discovers in Texas Partial Answer to the Oft-Asked Question.

One of the most puzzling questions connected with the cycle industry, which has come up since old cycles succeeded new ones, and which is bound to come up from time to time so long as they last—which is to the end of the chapter—is, What becomes of the old and discarded machines, hundreds of which annually go into the limbo never

the eye could determine. Yet all were consigned to a common fate, and were waiting for the periodical visit of the junk man. There were, according to the owner, the frames of some two hundred wheels there already, while only a few months before, another accumulation had been disposed of which had assumed the proportions of a carload. Just as the photograph was being taken. Mr. Brannon himself came out of the rear door of his shop carrying the frame of a good-looking tandem mount, which had been adjudged too old for service, and which he was ruthlessly consigning to the



to be seen or heard of again? It is a question which few can answer for few have been privileged to discover such a scrap heap as is here illustrated and which was recently discovered in McKinney, Texas, by Emery Cortines, when traveling in those parts on one of his periodic journeys in the interests of the Pope Manufacturing Company.

At McKinney, in the rear of Oscar A. Brannon's cycle and automobile shop, Mr. Cortines discovered a giant pile of old frames and parts. It consisted of the skeletons of machines of all ages and conditions of servitude, ranging in variety from the remains of one or two old timers, of archaic mold, to a few samples of the better craft of later years which apparently were as good as new. Some of the frames were badly dented and scarred from accident, and others were in good shape as far as

bone yard. And so the camera caught him, too, in a pose as effective as it was unintentional.

It seems that from time to time, as machines come in, taken in part payment of new ones, sent in for repair, or sold outright by their owners, they are dismantled and the parts carefully inspected for flaws and weaknesses. Certain of the fittings are found to be of value, while others are almost a dead loss. The frames seldom come in for a share of respect, however, and consequently, are sent into outer darkness. Here they lie until they have accumulated in sufficient amount to make a respectable lot, and then they are sold off as high class scrap. Subsequently having been passed through the "finers fire" they go out into the world again as a new product, and serve a useful purpose in another guise.



## F. A. M. VS. FREYLINGHUYSEN

Motorcycle Body Tilts at New Jersey's  
Drastic Bill and Obtains Concessions.

Hoggishness on the part of the automobilists came near seriously compromising the motorcyclists' interests in the Freylinghuysen bill now pending in the New Jersey legislature. Although those automobilists who are conducting the campaign against the measure wrote the Federation of American Motorcyclists that its support was warmly welcome, at the monster public hearing at Trenton before the Senate Judiciary Committee on Tuesday last, 20th inst., they belied the statement. They were given an hour and a quarter in which to present their arguments, and used every minute of the allotment and were then given an additional ten minutes, which the F. A. M. representatives supposed was for their benefit. They were staggered when the chairman of the automobile committee introduced a paid attorney, who merely repeated what had been said by seven previous speakers; the chairman in question then had the hardihood to ask for an extension of "a minute or two" for the motorcyclists and not unnaturally Senator Freylinghuysen objected. It looked as if the F. A. M. men had been "frozen out." They were R. G. Betts, president of the organization, and Carroll LeRoy Mosher, chairman of the Roads and Tours Committee. Although dismayed, they bearded the Senator and the Judiciary Committeemen so successfully that Mr. Betts was finally given three (3) minutes in which to present the motorcyclists' case. He made the best of the short time placed at his disposal.

"I am here, Mr. Chairman," he began, "to plead for consideration and a square deal for what, for the occasion, may be styled the 'under-dog'—the motor bicycle. You have heard a lot of talk about automobiles, but not one word about motorcycles and yet the bill in many respects strikes at them harder than it strikes at automobiles. It imposes unfair hardships and if passed some of its provisions simply cannot be obeyed, because they require motorcyclists to perform impossibilities. I can scarcely believe it is your intention to do that sort of thing; nevertheless, motorcycles are specifically mentioned and defined in the bill and we are up against it."

"Are they mentioned in the present law?" interrupted one of the committeemen.

"Not specifically; but we are caught by the clause which exempts only those cycles propelled exclusively by muscular power," responded Mr. Betts.

"We are unfortunate in that respect," he went on. "Because our machines are equipped with motors I suppose they properly may be classed as motor vehicles, but des-

pite the fact, we do not think any man will maintain that they are not bicycles also and in every sense. I do not believe that any man will hold that we are in the same class with automobiles. Our machines occupy but a two-inch width of road and weigh only about 100 lbs., and as we use no chains on our tires it cannot be said that we injure the roads. There are no gears or levers or such complicated machinery in a motorcycle as is in an automobile. Motorcycles are controlled absolutely by a twist of the wrist and no one can ride them who is not able to ride a bicycle. The only essentials to their management are these two—ability to ride a bicycle and to twist a wrist.

"The tax on non-residents is a feature of the bill that will work a great hardship to many young men who can ill afford it. There are few, if any, millionaires among us and no \$10,000 cars. Most motorcyclists are men of modest means and when you say that before one of them can cross the river and spend a day or an hour on the roads of New Jersey he must 'cough up' \$2 on each occasion, you are practically closing your State to them. Personally, it would not bankrupt me, but I would not pay it. While automobiles usually go it alone, motorcyclists are still old fashioned enough to travel in flocks. Their clubs still conduct runs and if you exact \$2 from each rider you may be sure that the clubs of New York, and Brooklyn and Philadelphia will bid a long farewell to New Jersey. Why, sirs, such a tax would close portions of our State to we New Yorkers. One of our finest runs is from Newburgh, N. Y., to New York City. If this bill passes it means when we reach the State line near Suffern we must give up \$2 each before we can ride a few miles in New Jersey in order to reach our homes."

"I'll strike that out of the bill," at this point whispered Mr. Freylinghuysen, who was standing near Mr. Betts's elbow.

"If the bill seeks to accord protection, I think the motorcyclist requires it as much as anyone. We are caught between the two grindstones. We are in as much danger from the horse as from the automobile. We are at the mercy of both. In case of accident we are the ones who suffer. I myself have been twice knocked down by horses."

At this point, Chairman Hillery interrupted and informed Mr. Betts that his allotment of three minutes had expired. Betts was pleading hard for an extension when Senator Freylinghuysen interposed an objection that decided the point.

"I will see you after the hearing and we can discuss it privately with the committee," he said.

The anti-automobile forces then opened their oral batteries and kept at it for nearly an hour and a half. During the entire period motorcycles were not mentioned even once.

The hearing was one of the largest in point of attendance that ever has occurred in the New Jersey capital. The Assembly

chamber, in which it was held, was packed to the doors with automobilists and the farmers and other anti-automobilists, but Messrs. Betts and Mosher and Andrew Kinloch, of Paterson, were the only motorcyclists in evidence. While the "antis" were presenting their arguments, Betts and Mosher were not idle. The former "got next" to Senator Freylinghuysen while Mosher sidled up to the Judiciary Committee's dias and had a private five minutes' talk with the most youthful member of the committee. They also met several other members of the legislature and several red hot anti-automobilists, all of whom promised support.

Later they met Senator Freylinghuysen and Mrs. Freylinghuysen at lunch and at the former's request went into the bill in some detail. He then and there agreed to eliminate several of the most obnoxious references to motorcycles and to "tone down" others, but the F. A. M. officials held out for no numbers or licenses and for a full divorce from automobiles. Mr. Freylinghuysen gave away one point at a time and finally admitted that he feared to eliminate motorcycles because it might render the whole bill unconstitutional. He contended stoutly that they were motor vehicles although it was pointed out the law has also declared pedal propelled cycles to be carriages. He finally agreed to "think it over" and invited the motorcyclists to meet him in his office in New York to-day (Saturday).

President Betts met him this morning and as a result of this final interview, Senator Freylinghuysen has agreed to find a new definition for motorcycles—his bill now places tricycles, tricars and all save bicycles in the automobile class—and to reduce the tax on them to \$1 per year for both residents and non-residents, and to exempt them from all other provisions save those requiring numbers, lamps and horns. Mr. Betts fought hard for complete exemption and has not given up all hope that it may be yet brought about, as a loophole that permits it has been left open.

Previous to the hearing, Mr. Freylinghuysen had failed to acknowledge or otherwise respond to two letters from the F. A. M. presenting many of the same arguments.

The bill itself is one of the most drastic ever concocted. It proposes a tax of 50 cents per horsepower on the machine and 25 cents per horsepower on residents and a tax of \$2 for a single day or \$1 per day for longer periods on non-residents, while dealers are to be subjected to an annual fee of \$50. Examination, photographs and licenses are required and 18 years is set as the age limit of operators. Licenses are revokable by any court or justice of the peace and at the pleasure of the Commissioner of Motor Vehicles, which office the bill seeks to create, also a staff of "shoo-fly" inspectors, who are authorized to stop any vehicle for inspection or an examination of licenses. A fine up to \$500 or imprisonment for 60 days is provided for.



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**Comfort  
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and 45 per cent. Saving in Tire Maintenance are the essentials  
of the ever reliable

**Fisk Bicycle or Motorcycle Tires**

Like all Fisk products, they have a Quality and a Construction that is exclusive—real merit—through and through—that makes their distinct superiority apparent.

**WILL OUT-LAST TWO OR THREE OF OTHER MAKES**

---

**THE FISK RUBBER CO., Chicopee Falls, Mass.**





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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, FEBRUARY 24, 1906.

### Eyes on the Makers.

Now that the Cycle Manufacturers' Association and the Cycle Parts and Accessories Association are both in being, cyclists and the cycle dealers of right will expect that there will be "something doing." If nothing is "doing," it will begin to appear that nothing can be done, however much optimists may argue that there are things to do. The officials of the organizations have more responsibility resting upon them than they may imagine is the case. They are carrying the hopes and prayers, if not of a nation, then of a trade, a sport and a pastime. All eyes are turned in their direction.

### To Improve the Situation.

The external suggestions regarding the methods best to employ in increasing cycling interest, which are published elsewhere in this issue, contain much food for reflection.

"Manager" outlines almost the very project that was submitted to a number of manufacturers about twelve months ago. Most of them viewed it favorably—so

favorably that they pledged funds to carry it out. Everything was in sight or available save the one most important essential—the man for the place, the man to take charge and assume direction of the bureau which it was proposed to establish. Although every effort—including advertising, for one—was made to locate a man sufficiently qualified, he could not be found and in consequence the project was abandoned, at least for the time being. Whether it will be revived is at this very moment a subject of interesting speculation.

While we cannot agree with 'Manager,' that practically all of those who now ride for pleasure are young boys, or that it is wise to organize clubs with trade titles, it is wise to organize undoubted that attention paid to "Young America" in about the fashion suggested would yield splendid returns.

The whole situation revolves around one word—Publicity. The fact long has been recognized by the thinkers of the trade. It has been harped on by the *Bicycling World* until it would seem to have been worn threadbare.

As we said recently, this is an era of press agents and that which the cycle trade requires is a press agent. A clever one, with his heart in the work, can do much even with the material at his command. He can do much more if real cycling activity exists and the way to bring it into existence is to "do things"—to promote contests or other events that afford material for publicity, which is but any other way of saying arouse public interest.

Until this comes to pass the cycling interests will continue to drift along. They will create no ripples, provoke no waves, make no sound and rarely attract much notice.

### Dealing With the Proprietor.

One of those delightful bits of epigram which serve to illuminate the text of the modern advertisement and set people thinking, has just been perpetrated by one of the larger monthly magazines as a means for calling attention to its current issue. Its evident purpose of attracting the attention of the reader and the advertiser alike is most admirably served, and at the same time it furnishes food for reflection in a way that goes beyond its purely local purport. This is the phrase: "When you shop in the market place of the world, you deal with the proprietor."

True enough, when you pick up the latest copy of your favorite magazine or paper

and glance through the advertising pages, you see there the ideas and the very phrases which the proprietor, the maker himself, would use were he telling you personally of his wares, and soliciting your custom. You are getting the full benefit of his experience and training.

Owing to circumstances purely relative to the details of trade between the individual consumer and the dealer, the maker can approach the customer in one way only, that is to say, through the medium of the advertising page. Here, however, he has full scope to exploit his wares to the best advantage, and to present his cause in the most favorable light. Here, the maker as an individual, is talking to the customer as an individual. The maker as a class, realizes this, and gives the value of the advertisement its fully deserved rating, but the individual as a class, is prone to look with too much scorn on the paid advertisement, not realizing that it is the only direct method of communication between the maker and himself, and that its contents are every whit as important to him as they would be were they written in a personal letter or said to him personally in so many words.

The market place of the world, like any other market place, has its divisions and quarters which are given over exclusively to the trade of this or that class of wares, and only in those quarters are those particular wares displayed to their best advantage, and in the widest variety. The trade press lives by the rental of the stalls in its quarter, and exists on the scraps which are to be picked up about these same stalls on market day, which lasts the year round. It is alike the place of business of buyer and seller and agent, and every inch of its space is worthy of consideration by the members of all three classes. But unlike the mart of more common recognition, all dealings are between the principles, the producer is talking, and the consumer is listening.

Think of the tremendous advantage of dealing with the proprietor—think of the advantages to him and to you; think of what it costs him to maintain his position in the market, and of the intrinsic value which he places on his being there; think of the breadth of view you are enabled to take from the vantage point of the market place, and you will begin to see why the advertisement is there, and why you should read it as carefully and regularly as you do the news columns which accompany it.



## CORRESPONDENCE.

## How to Improve the Situation.

Editor of the *Bicycling World*:

Since the "Ride a Bicycle Campaign" was inaugurated we have been solicited from time to time to contribute towards the expense of it, but we have not complied very liberally and for the reason that writer cannot see how the "cause" will be benefited by sending out the circulars which have "Ride a Bicycle Because" for a title page—not because of any objection to the title page itself but on account of the contents which follow.

The spreading broadcast of good literature will undoubtedly help materially, but it should be absolutely good in the first place and if used in connection with systematic booming by an interested trade, will have the effect that is so very much needed. We think you will agree that the bicycle is now being used almost entirely for business purposes. When it is being used for pleasure it is our observation that it is by the young lads almost exclusively. The sale of bicycles to the first class mentioned best can be increased by judicious advertising matter carefully prepared by competent men and distributed in the right way. It is my opinion that the best results will come from a systematic campaign directed toward the young lads—say from 12 to 15 years of age.

It seems to us that the logical way to start this matter is for the bicycle manufacturers to take it up and conduct it. There is no doubt but that the manufacturers of parts, equipment and accessories and the jobbers will give it their loyal support financially and through instructions to their road and inside men.

Our suggestion is outlined as follows: Bicycle manufacturers to organize and employ a competent man for this work only. (For convenience, we will call this man "promoter"). Promoter arranges his advertising matter with particular end in view of interesting the young lads. Promoter then takes the matter up with the dealers in bicycles and interests them in arranging frequent meets for the young lads only, entries to be limited to the localities where held. Prizes must be offered for the different events, but said prizes should only be of suitable value to engage attention and not valuable enough to attract older men or professionals.

The trouble heretofore has been the tendency to very expensive prizes which have drawn entries entirely across the continent. Spasmodic efforts have been made to revive the interest in bicycling, but results were unsatisfactory. We recall an occasion not long ago when a large fund was raised and the meet well advertised; a big crowd was out and we think that the "grand prize" was won by a man from San Francisco. The same amount of money would have been sufficient to hold a dozen or more meets for the young lads, who are practically the only ones now buying bicy-

cles for pleasure riding, and the interest aroused would have been beneficial to this locality. I suggest that the promoter work to the end that organization or clubs of young lads to be formed to be known by the name of different brands of wheels which they ride, such as "Pierce," "Columbia," etc., any boy to be eligible to such clubs as he may prefer by owning and riding a wheel of that particular brand. This will create a rivalry which can only result to the benefit of the manufacturers of bicycles, who will give their particular aid to the clubs as they are severally and respectively interested. The results to manufacturers of parts and equipment and to jobbers that will follow persistent work of this kind are obvious. As the movement progresses, its scope can be gradually enlarged from cities to counties, states and nationally.

It would be essential that the repairmen be enlisted in this work with the dealers, to conduct meets and, with the right man for promoter, the project can be properly started and carried through successfully. With every traveling man, representing all branches of the trade, thoroughly aroused to the necessity for pushing the good work along with all inside men giving their united support to their individual localities, can you imagine any other than the right result? The bicycle business can be made to boom again, but, in our opinion, work in this line should begin at the bottom, or with the young lads, as before outlined. When "Young America" is thoroughly aroused and interested to the extent that he wants some particular thing very much, he usually manages to get it. When the desired result has been obtained with the boys, the rest will follow as a matter of course and the project can be broadened and enlarged to meet new conditions. Every other kind of business should be eliminated in carrying out this movement and, on no account, should automobiles or any other branch of sport be allowed to creep in and, ultimately, conflict.

The fact that the Jobbers' association have undertaken to start a boom in bicycling is worthy of much commendation and we would not detract in the least from the credit which is due said association therefor. If their action has given the manufacturers of bicycles an intimation of what should be done by them, and same is acted upon promptly by said bicycle manufacturers, the work of the association has not been in vain.

MANAGER.

## Weints Wins Indoors at last.

Louis J. Weintz at last has won a bicycle race. This he accomplished at the games of the Fourteenth Regiment, of Brooklyn, last Saturday night, 17th inst. It is not to be wondered at, however, as the handicapper placed Weintz on the 80-yard mark and the other riders did not have a "look in" for first prize. Weintz won his heat in surprising fashion, with Oscar Goerke, National A. C. (20 yards), second; and George

Cameron, Eighth Regiment A. A. (10 yards beyond scratch), third. Jacobs fell in this heat. Charles Nerent won the second heat, after O. J. Devine, the scratch man, who was leading at the time, fell. Gus Perden also hit the boards, but got up in time to qualify. In the final heat Weintz, who by the way, has been taken on by the New York Athletic Club team, had an easy victory; so easy, in fact, that he will probably in the future start from a mark nearer to the riders in his class. Oscar Goerke and George Cameron fought for second place in the final heat, the former leading until the bell lap when Cameron passed. The time was 4 minutes 59½ seconds.

## London to Hold International Meet.

England will again this year hold an international race meet at the Crystal Palace track, London, the date of which has been set for May 5. America's champion, Frank Kramer, who won most of the scratch races there last year, will doubtless compete, as he will be on the other side at that time, sailing from New York on March 15. As announced, the program will consist of half-mile handicap, five mile handicap for motorcycles; quarter-mile scratch, one-mile international match race, one-mile handicap, half-mile international match, quarter-mile international and a three-mile "devil-take-the-hindmost."

## Edgecombes Elect New Officers.

At the annual election of officers for the Edgecombe Wheelmen, of New York City, the following were elected: President, Samuel R. Morrison; vice-president, Reese Hughes; treasurer, Bernard Glemba; recording secretary, Otto Brandes; financial secretary, Richard Hughes; captain, Nicholas Kind. The Edgecombes have a box party and dance on for March 3d, to be held at 305 West 54th street, which promises to be unique.

## Age of Word "Bicycle."

How old is the word "bicycle?" A glance in a dictionary has furnished a contemporary information on this point. Bicycle was first used in 1868, being then spelled "bysicle." The Americans went one better and called the wheel a "bicycular velocipede." Cycling was then called "bicyclism" and the adjective "bicyclian" was also tried before the word settled down in the language.

## The Problem of Poultry.

"If one kills a duck, chicken, or other wayfarer from a poultry farm miles from anywhere, no ostensible owner being in sight to whom compensation can be paid, is it ethics to put the fowl aboard for the family stock pot, or leave it on the road for the first tramp or passerby to claim?" is the puzzling question on which a motorcyclist asks opinions.

"Motorcycles: How to Manage Them." Price, 50c. The Bicycling World Co., 154 Nassau Street, New York.



## WHERE MOST COLLISIONS OCCUR

## Bridge on the Border the Place—Conflict of Road Rules to Which Due.

"On a bridge in the city of Victoria, B. C., there are more collisions every day than upon any other bridge in the world," announced an elderly gentleman in a group, discussing the rules of the road, says the Spokesman.

"Railroad collisions do you mean?" inquired a youngster.

"No, sir; I don't mean railroad collisions. I mean head-on collisions between vehicles, and face-to-face collisions between pedestrians. And the reason for them all is that the bridge is the spot where the American rule of road clashes with the English rule of road. We always keep to the right and the Canadians there keep to the left. And the result is one continual mix-up.

"Did you ever stop to consider how strange it is in a custom of this kind, which is so important and so often used, the American colonies should have worked out a rule diametrically opposed to the mother country? Why is it that in England people on the road always keep to the left, while in the United States and most parts of Canada they always keep to the right?"

Nobody ventured to reply. "Well, why is it," continued the speaker, "that we now call the horse that is nearest to us the 'off' horse and the horse that is farthest away from us the 'nigh' horse?"

A young man murmured a few indistinct words about "ox teams."

"Right you are!" exclaimed the veteran. "The humble and obsolete ox is responsible for all those collisions up in Victoria. In England, way back before they ever had carriages or vehicles of any kind, when armored knights on horseback used to be about the only people that met in the roads, the custom of keeping to the left sprang up, and most reasonable it was. Because in those days the knights were always looking for trouble and they never knew who was going to hand them a blow from a broadsword. So they always took care to pass other travelers with their sword-arm towards them, simply as a matter of precautionary defense. This naturally meant that they should hunch over to the left edge of the road and present their armed right hand to the passerby."

"Isn't that a pretty fanciful explanation?" asked one of the circle, who was bolder than his companions.

"Yes, I think it is, and I only gave it to you for what it is worth. But it's funny that, reasoning in the same way, you can explain why Americans keep to the right. Because in Colonial days the peril on the road did not come from the travelers, but from the savages lying in the ambushes in the surrounding forests. Therefore, the New England settler took care to present his right arm to the source of possible danger, and consequently rode on the right

side of the road. His reasons were unconsciously the same as those of the knight of King Arthur, but by acting upon them he created an entirely different custom.

"But I don't think it was the knight or the Colonial horseback rider that originated either of the national rules of the road. It was the carter and the ox driver. The carter was the person who made the greatest use of the English highways and byways as soon as the country developed enough to need a transportation system. Long caravans of heavy drays passed over the roads, each driven by a man who rode upon the left-hand animal, originally picked out, I suppose, because a horse is mounted on the left side, and because a position on the left side of the pair brought the right arm over into the centre of the field of action, and permitted free exercise of the whip. Being mounted on the left-hand horse, the carter naturally drew over to the left-hand side of the road when he wished to dismount in order to avoid the mud in the middle of the road, into which he would plunge if he pulled over to the right side and then got down to terra firma. And having dismounted on the left side, he would naturally trudge along that edge of the road with his team, and other teams similarly situated would, of course, keep to the left to avoid criss-crossing.

"It's odd," concluded the veteran, "that in the different provinces of Canada different customs in the matter prevail. In Ontario and Quebec drivers turn to the right, and in Nova Scotia and New Brunswick they turn to the left. In France the rule of right prevails; in different parts of Germany and Austria different habits obtain. You often have to change from left to right, or vice versa, when crossing some unimportant frontier."

## Sherwood to go to Greece.

Charles A. Sherwood, the young "Wall street broker," finally has been selected to represent the New York Athletic Club at the bicycle races which will form an interesting part of the classic Olympic games to be held in Athens, Greece, from April 22 to May 2. Although it has not been definitely decided, Sherwood may have a companion on the voyage in the person of Oscar Goerke, who may be sent over by the National Athletic Club of Brooklyn. As has been told in the *Bicycling World*, six bicycle races are carded for decision, as follows: 1,000 metres (1,093.6 yards), unpaced; one lap (333⅓ metres), unpaced; 2,000 metres, tandem; five kilometres (3 miles 188⅓ yards), unpaced; 20 kilometres (52¼ miles), road race from Athens to Marathon and return.

All talk about the Revere Beach bicycle track at Boston not opening this season has been set at naught by Alexander MacLean's renewal of his lease on the oval for another five years. As an additional money-getter an al fresco skating rink will be built alongside the track.

## TRICK RIDER'S ODD MACHINES

## Permit Queer Stunts and Afford a Close Race With an Astounding Finish.

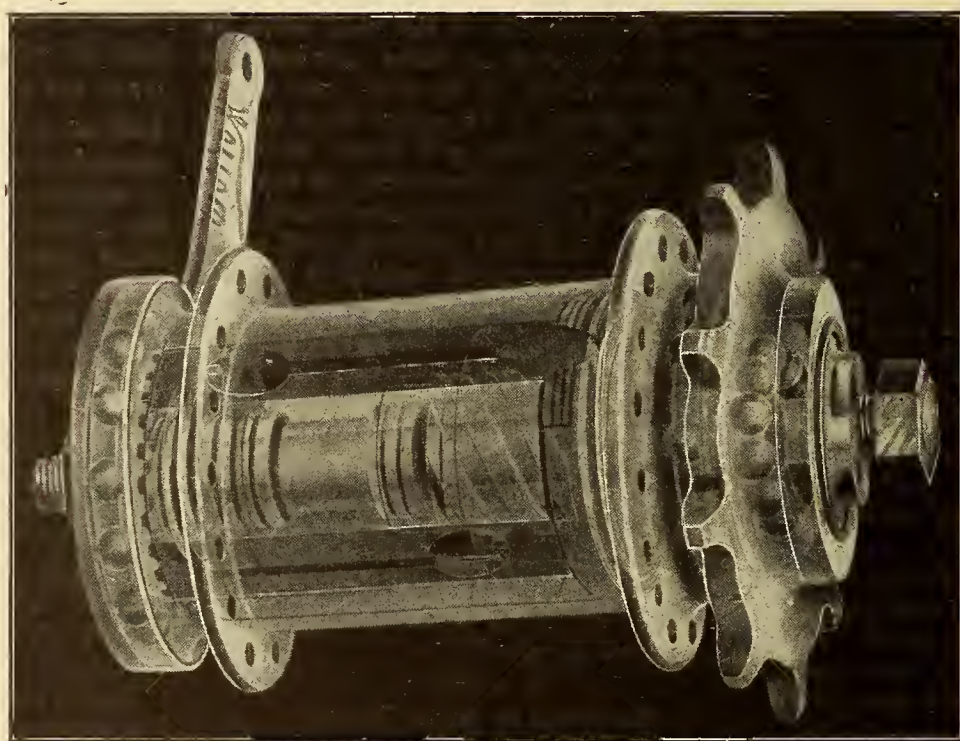
There is a professional trick cyclist on the other side—an Englishman, to be definite, who is apparently one of the few to realize the fact that the amount of appreciation vouchsafed by an audience to the feats of balancing and bicycle gymnastics, is in inverse proportion to the time and trouble required to acquire the art, not to mention the constant risk of injury. He accordingly devotes himself to the turning of comic stunts in which oddly built bicycles form the moving cause, and some of them are highly amusing.

The "pedes cycle" is one of these in which a six-armed spider of wooden arms, each of which is shod with an old shoe, takes the place of the rear wheel. It will walk or run and the flapping of the leather shoes as they successively whack the boards is certainly highly conducive to mirth on the part of those watching this odd cycle whirl round. Another variation of this stunt consists of a bicycle with its rear wheel built as an eccentric, the hub and sprocket being down near the rim instead of the center. The result is that at one part of the revolution the performer is two feet higher in the air than at the other, and the appearance created by propelling this odd creation at a good pace is ludicrous in the extreme. But even more so is the contrivance that considerably puzzles the average spectator at first sight, regardless of how well versed in bicycle construction he may be.

It is a bicycle, there is no doubt of that, but certainly none of its kind ever saw the light before. The front wheel, forks, head and handle bar are normal except the latter, which are of unusual length. Although the rear wheel is rather out of the ordinary it does not come in for much attention, for the latter is centered on what appears to be a huge bundle of cordwood forming the frame. After having indulged in a few laps of the stage, interpolated with stunts on the side, the new creation and the eccentric wheeler race about the boards which is neck and neck every inch of the way, until the gong rings for the last lap and the oddly matched contestants let out a spurt for the finish. Up to the very last moment it looks as if it were to be a draw, for right up to within a few feet of the finish line they have it nip and tuck, when with a lunge forward the rider shoves his handle bars ahead and the front wheel goes with them taking it across the line a few feet in advance. The wooden frame consists of a lazy jack of several sections which permits of the front wheel being separated from the rear by several feet, the seat supports, bottom brackets and the driving gear all being attached to the latter.



When They Speak Of It As  
“The Good Old”  
**MORROW**



that term conveys a volume of real meaning.  
It is but another way of stating that the  
Morrow—the pioneer coaster brake—  
has been long tried and been  
found thoroughly true.

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ECLIPSE MACHINE CO., - Elmira, N. Y.



## GOOD YEAR FOR AMATEURS

How a Follower of the Game Sizes the Situation—Tom Butler Coming Back.

"It certainly looks like 1906 will be amateur year in the East, so far as cycle racing is concerned," remarked a cyclist who has kept in close touch with racing affairs for the past few years, when asked his opinion on the outlook for this season. "There may be some professional racing late in the season, but for the life of me I cannot see where enough professional riders can be gotten together for a good sized scratch event.

"Frank Kramer is going abroad early next month, to remain on the other side the best part of the summer, and there is the principal drawing card of the Vailsburg and Madison Square Garden tracks eliminated. Joe Fogler, who forged noticeably to the front ranks last season and later was one of the winning six-day team, is going to Salt Lake as soon as the season out there begins. Apropos of Salt Lake, it looks to me that the newly formed union will play havoc with racing affairs in the East. If there is to be racing on two tracks, and I understand that such is the case, where will this part of the country get its riders? The 'union' has already made overtures to most of the top-notchers here and those they do not secure will likely go to Salt Lake to ride on the other track. Menus Bedell and Hugh MacLean may go to Europe to follow pace, and then where will the 'pro' bunch be?

"If there is to be any contention for the professional championship this year, take it from me that it will not be one-sided. For the last month I know for a fact that a professional cyclist has been assiduously training on the Bronx roads. He has been reeling off from ten to twenty-five miles each day, and I want to tell you that he is going fast, and is training in earnest for the championship. Who is he? You will be surprised when I tell you his name, for he had dropped out of sight for the last three or four years. He is Tom Butler, Nat's irrepressible brother, who won the championship in 1897. Butler has been out with a circus this season doing a death-defying act on a loop-the-loop—you remember that he was laid up at a hospital last summer for failing to make the gap on the leap. Butler is serious about the championship and wants to represent America in the world's championships.

"Just who will win the national amateur championship this year seems to be a matter of varied conjecture, for there appears to be no lack of promising material. The New York Athletic Club is going to make a hard try to land the honor, and a 'cracking' fast team will wear the mercury foot in the various events. Had this team worked in collusion last season there undoubtedly

ly would have been a different story to tell, but it is understood that this year one rider will be picked to win and the other members of the team will work accordingly. The most promising candidate for the chance seems to be Charles A. Sherwood, and if he makes the attempt he will be materially aided by the pulling powers of 'Whitey' Ashurst, who has been taken on the team.

"Sherwood will not, however, have an easy time, for there is a Boston lad, whom I would be willing to stake to the limit. Those who saw young Coffey ride last year and in the amateur events at the six-day race, will realize the significance of the remark. 'Teddy' Billington, runner-up to Downey last season, may also be figured in the running.

"There is just one thing that will save the track game here, and that is Sunday afternoon racing at Vailsburg. Political differences and other things caused the Newark authorities to shut down on Sunday racing last year and the result was apparent. While the night racing at Vailsburg was of the highest class, and it was possible to distinguish the riders on the opposite side of the track at times, the meets did not attract such crowds as they did when held on Sunday afternoons. The Bay View Wheelmen, of Newark, realized the fact and last year took an active interest in the local elections in November. From the way returns were read, I think we will have Sunday afternoon racing again. I have not yet heard whether or not Madison Square Garden will reopen and that will not be known for some time.

"There has been some vague talk about a new track for Newark—a sort of amphitheatre, with a wooden saucer, eight laps to the mile, but no one in that place seems to know anything about it, or if they do will not disclose the fact yet. If such should come to pass, it would no doubt prove a paying proposition and be the means of keeping the professionals in this part of the country. Whatever plans are to be made will have to be executed quickly I think, else the riders, that is the professionals, will all take Horace Greeley's advice and go West."

## For the World's Championships.

This year's world's championships will be run off in Geneva, Switzerland, at the Junction track. This was decided at the meeting of the Union Cycliste Internationale, held at Paris, Saturday, 10th inst. The arrangement of the program and the date was left until a future meeting, although the latter will probably be in August. The countries were represented at the meeting by the following: America, Victor Breyer; France, M. Breton; Germany, M. M. Knorr, Ulrich and Schneider; England, T. W. J. Britton; Spain, Collingnon; Holland, Heck; Italy, Carozzi; Portugal, Paul Rousseau; Switzerland, Mayeu and Meyer; and Belgium, De Beukelaer, Cappolen and Rossels.

## TWO TRACKS AT SALT LAKE

Heagren Obtains Backers and Will Build—Racing Men Sign Exclusive Compact.

As was intimated in the Bicycling World, Salt Lake City, Utah, is to have another track, and Harry Heagren is to be its manager. Whether there will be racing on two tracks this summer is not yet apparent, but it is significant that the leading speed merchants of the Mormon City have signed to ride with Heagren for the next three years, whether it be in Salt Lake or Halifax.

The Western Racing Cyclists' Union, at its last meeting, issued the following agreement, to which nine riders bound themselves by affixing their names:

"This agreement, made and entered into at Salt Lake City, Salt Lake county, State of Utah, this 12th day of February, 1906, by and between H. W. Heagren and the undersigned riders, witnesseth:

"The undersigned bicycle riders do hereby contract and bind themselves to ride for the above-mentioned H. W. Heagren for a period of three years from above date, in consideration of said Heagren building an eight-lap bicycle track for the purpose of bicycle racing. The said undersigned bicycle riders do hereby agree not to ride on any other track in Salt Lake City, Salt Lake county, State of Utah, other than the one promoted by the said Heagren during the life of this contract.

"Witness the hands of said parties, the day and year aforesaid."

The riders who signed it are Norman C. Hopper, Hardy K. Downing, Walter A. Bardgett, J. E. Achorn, Saxon Williams, Iver Redman, T. M. Samuelson, E. E. Smith and J. M. Chapman.

Rumors of a new track have been flying around for some time, but nothing definite was done. It was feared that a permit could not be secured from the National Cycling Association, so Hardy Downing was sent East to arrange matters. Just what Downing did was not said, but immediately upon his return to Salt Lake the agreement was drawn up and the San Josean set the initiative by signing his name. The other riders followed suit.

Heagren has not yet decided upon a location for the new track, as several sites have been offered. It is quite likely that everything will be settled within a week. The new saucer will be eight laps to the mile. Judging from the reports from Salt Lake way there will be a pretty fight on between the two tracks this season. F. E. Schefski, who succeeded Heagren in the management of the old bowl, is determined to fight. He says he will come East and secure Root, whom the union blacklisted last week, and all the other riders that the union has not secured.



## SPEEDWAYS AND OTHER THINGS

## Revival of Idea by Automobilists Leads a Cyclist into a Reminiscent Discourse.

"This talk of special automobile speedways that has just sprung up seems to strike a great many people just as if it were a brand new, fresh manufactured article of a wonderful kind," mused one of the old-timers of a group of cyclists. "Strikes some of them 'all of a heap,' as the farmers have a habit of saying. But, hang it all, there's hardly anything in the automobile business, except may be the automobile itself, that hasn't been inherited directly from the bicycle game. It takes my time to hear some people talk about the wonderful new things and particularly the revolutionizing effect the automobile has had. Of course, it's a waste of breath to attempt to deny the fact that the automobile is, in its way, the greatest thing on wheels today; a man must be blind not to see it, but for all that it owes a great deal to the bicycle.

"But talk about speedways," he continued in a disgusted tone, "why the very man who was responsible for the bicycle in this country was the first to propose the speedway idea. And that was Colonel Pope. Just how many years ago that is, I don't recall—maybe more than I want to look back on, but that's neither here nor there. He was the sponsor of the idea long, long before the automobile was a reality, and what is more, it was not merely an idea. It became an actual fact, which, it strikes me, is more than this wonderful automobile speedway will ever become. There's a heap of difference between providing a path for bicycles to run on and one for machines weighing a couple of tons and capable of going a mile a minute or better. To my knowledge there was at least one pretty fair speedway for bicycles of the elevated type—that is, the speedway was elevated, not the bicycles, or at least not until they got on it, that was built in this country. It was built somewhere in the Far West, California, I think, but don't recall exactly and it strikes me that its chief object was to span a valley and avoid a bad hill. It saved a long detour and a bad climb between some city out in the coast State and a resort up in the hills back of it. Just how long it was, I don't remember, and wouldn't like to commit myself by guessing—but it was probably two miles or more and provided a separate track for traffic going in each direction. No, two miles are not a great deal of a speedway, particularly when you compare it with the five-mile stretch of the Coney Island paths or the path on Riverside Drive we have here, but two miles of wooden trestle, sixty or seventy feet high in places, is a very different story.

"Even at that, it's 'small potatoes' when compared with a ninety-mile speedway with six different tracks on it, such as the auto-

mobile people are talking of for joining up Philadelphia and New York. That's talking some, but then that's about all it amounts to—it's too big to be anything else. Just think of spending more than half a million dollars on building a road ninety miles long for the use of chug wagons alone. And that's just the cost of building the road. I'd like to see the Jersey farmer, whose prices for land aren't going up on the tail of a skyrocket the minute he hears that the speedway people are looking his way. It sounds fine and looks good on paper too—a scheme like that, and probably it would be a good thing for the people on the inside, but it would take another half million for the right of way alone.

"Well, your opinions nor mine won't have much effect on the outcome, I'm afraid, but the thing interests me just the same, because the Philadelphia run always was a bicycle speedway in the good old days. To judge from the number of cyclists to be met on the road on a fine holiday, you would be more apt to think the trip between the two cities was twenty-five miles rather than ninety. And they weren't all male cyclists, either. Under favorable circumstances such as the coming together of two holidays which made an opportunity for such a trip, the road was lined with the ninety-mile trippers going each way, and many a time I've made the run myself. If ever I get into the old man's habit of sighing to have the good old times back again, I think I'd wish for one thing, and that is always to be in the condition of physical fitness that I was when the 200 miles involved in the round trip between New York and Philadelphia, merely meant a comfortable two days' spin. Of course, there were some that did it in twenty-four hours, and I can remember well that myself and a chum were on the road when an inter-city race was run off. But that was too much of a good thing.

"We never thought anything of keeping up a steady fifteen-mile an hour gait for three or four hours at a stretch; that was what made the trip an easy job for us, but doing it both ways the same day was one of the things that made cycling fall into disrepute with that large class of people who overdid the thing to such an extreme. The double century record in twenty-four hours or better was the incentive and the prizes hung up brought out a big field. We saw them coming and going both ways—the leaders passed us on the way out, and for hours bunches of stragglers kept overtaking us, some of them very leg-weary and well done up even in that early stage of the game. And before we got to Philadelphia, we crossed the advance men several miles this side of the city, bent on the home stretch. I think recognizing us provided more encouragement for those fellows than even the knowledge of the time made, for we were what the farmer calls 'a powerful piece back up the road' when they had passed us going the other way in the morning, and it must have been almost like catching

a glimpse of the other end of the home stretch to see us still a plugging along in the same direction. We started back again the same day ourselves after having put in an hour or more doing Broad street and Fairmount Park, but, of course, we didn't get very far; just enough to put up at a roadside hotel outside of the city limits.

"That was one of our practises; we never stopped at city hotels when touring if we could possibly avoid them; and it's a good rule for the cyclist to follow. The cheap city hostelry is an abomination and the cyclist with his mud-stained wheel and his travel begrimed clothes and person are looked at decidedly askance at the hotels of the better class—nothing like as much then as now, but we found more comfort in the country inn than could be extracted from staying at a place in the city, and I speak from experience, for we went up against both, if not everything in the line of cycle touring, for that matter. But speaking of that Philadelphia speedway business—in my opinion it will never be more of a speedway than it was when hundreds and hundreds of cyclists lined the road for miles on every holiday."

## Human vs. Gasolene Motor.

Some interesting data is contained in a recent issue of the *Revue de Chimie Industrielle*, with regard to the human body as a power generator, particularly as compared with other sources of power. According to the researches of Prof. Fischer, the amount of heat given off by the food absorbed by a grown man and stored each day would be about 3,000 to 3,500 kilogramme calories. The larger part of this amount is utilized in the body for respiration, digestion and for the various functions of the animal activity, while about 300 kilogramme calories are spent during the working day of eight hours for continuous mechanical work, equivalent to 127,000 kilogramme meters. As each horse power is equivalent to 270,000 kilogramme meters, the daily work of a man should be about 0.47 of a horsepower hour—that is, the exertion of a force equivalent to one horsepower for a period of forty-seven hundredths of an hour.

Under these conditions, the Professor calculates the cost price of 100 horsepower in the case of man—of horses and machines as follows: 250 workmen at 60 cents per day being necessary to yield this amount of work. Thus the cost will be \$150 in the case of human power; ten horses, doing the same amount of work, the cost will be \$12, while a gas engine performing the same work will only involve a cost of \$1.20 and a gasolene motor seventy cents. Hence Prof. Fischer concludes that the human motive force is one hundred times more expensive than mechanical energy.

"Motorcycles: How to Manage Them." Price, 50c. The Bicycling World Co., 154 Nassau Street, New York.



## WHY THEY DON'T RIDE BICYCLES

Western Rider Discusses the Subject in Detail and Gives his Opinions.

In the issue of the *Bicycling World* of the 10th inst., you remark in your editorial columns that instead of asking the question, "Why ride a bicycle?" that it would be of more real interest and instruction would be "Why are bicycles not ridden?"

As has developed, the jobbers' association has invested its funds in little more than "gold bricks." Before doing anything further, I wish to say that I do not, in any way, begrudge the young ladies that carried off the prizes for the "best reasons," nor did I participate in the contest, so it is quite clear that I have no grievance.

I have given more or less study to finding out the reasons why so many former enthusiasts have quit. In addition to the reasons enumerated in your columns, I have found out that women have had a good deal to do with it. I have observed that wedding bells usually sound the death knell of a man's active road riding career.

Some ex-cyclists never got farther than city parks and streets and naturally enough the novelty soon wore off. Many who did find their way out on the country roads never tasted the delights of touring at all, but can only recall their trips as long dusty scorches or century grinds. Then there are those who merely followed the dictum of fashion, and when fashion's leaders put their cycles aside it was only natural that the greater portion of the followers should do likewise. Among the latter following we occasionally run across the disgusting type, who admits that he greatly enjoyed cycling, but that when the bicycle became within the reach of the common folk or the gentleman of color, he felt that there was danger of associating himself with a lower caste. I don't suppose anyone regrets that this sect of apes has become extinct in cycledom. Some ex-riders never experienced the charm of the high-grade machine, and there is no denying that cheap crocks and rotten tires had a deal to do with the depletion of our ranks.

Now, there is really nothing new in what I have said in the foregoing, and I don't see the use of worrying about the ex-cyclists. Anything that can be done to stimulate interest in the new generation will also win back many of the "has beens" so that the real question, and the one well worth asking and trying to answer is as you have said, "Why are bicycles not ridden?" My answer to this question on very first thought is "ignorance."

There are thousands of young men in the present generation who are inclined to out-door exercise, who have never been impressed or have never had their attention directed to cycling as a means of recreation at all.

Nearly every wheelman who was once addicted to touring and moderate road riding, does not hesitate for a moment in attesting the fact that he never enjoyed himself more, never had a better appetite, never slept better, never felt better and never was better than in his riding days.

One of my friends, near 60, who took to cycling a decade ago, crosses that he did not fall into line earlier, and the regret that there was no such thing as a modern bicycle in his youth fills him with sorrow. In my own case one of the chief pleasures of the winter months is to recall the cycling jaunts of the previous season, and the anticipation of the joys to come with the advent of spring.

What a great pity then that there is such wide spread ignorance. In fact the ignorance that prevails as to what can be accomplished on a bicycle is almost beyond belief. Most people seem to think that city streets and parks are the limit of the bicycles territory. Again and again have I astonished acquaintances when I reply to their inquiries that my runs are anywhere from 50 to 90 miles through the surrounding country. They fail to understand how I can cover so much ground, to say nothing of deriving enjoyment.

Once I fell into conversation with a party of automobilists, at Pond, Mo., 25 miles out. Our conversation ran something like this: "Did you come all the way from St. Louis?" "Yes, sir." "Can you make this run in a day?" "In a day! Why, man, only a little over two hours ago I was in St. Louis." "Gee whiz, but you fellows get out almost as fast as I do and don't have near the bother. I don't see how you get over those hills." "The hills on this road," I replied, "are mere undulations compared to what exist in some of our riding ground." I don't doubt but what my experience has been that of many other riders.

With this prevailing ignorance, it is little wonder that there are so few additions to cyclists aside from those who use the wheel for utilitarian purposes.

If ignorance has any claim to being a reason for "Why are bicycles not ridden?" then the next big question comes, "How are we going to educate or draw the attention of the newer generation?" and the first impulse is to blame the daily press for giving no space to cycling matter, but we must also bear in mind the fact that the daily press is not going to create cycling news, and before we protest we must have some cycling matter to offer. For instance, ten years ago we had the cycling clubs, their runs, tours, and local club affairs were sufficient to provide items of local interest in the sporting columns of the Sunday papers. To-day we have no active clubs in most cities, those who once were club members seem to have no inclination to band together again, so it appears we must have more new riders before we can have clubs again. With clubs there was naturally more keen competition in road races and race meets. Years ago there was some-

thing that gave a rider the desire to hold records for different points on the road in his locality. That something seems to be utterly lacking nowadays, and if Morgan & Wright were to once more hang up one of those once famous gold bricks for the most meritorious road ride it is quite possible that they would find no claimant for the prize. Another thing that undoubtedly did much good in former years was the influence of the L. A. W.

One thing that the cyclist of to-day can do is to talk cycling and describe his bicycle trips to his friends; let him inspire his acquaintances with his enthusiasm, as we did years ago; this is sure to bring results. The most enthusiastic road rider out here to-day is a young man that I "converted" recently by this means and this spring I expect to get a few more recruits; this is the only way that I can see that progress can be made by the individual rider.

Century grinding, in a few vicinities at least, seems to have survived more than any other of the institutions of the past, and there are many of the opinion that century grinding was an important factor in bringing the bicycle into disrepute. Whether that is so or not, it is evident that there are many riders who do little riding to-day outside of participating in century runs, but I fail to see how century grinding can favorably impress the non-riding public. To offer a trophy or souvenirs for riding a century only create the idea that to ride a hundred miles a day is a feat worthy of special notice. It is liable to cause a rider to become possessed of the illusion that he is accomplishing a creditable performance and to cause him to inconvenience or perhaps overtax himself. Certain it is, that nowadays a ride of one hundred miles is no extraordinary feat. The average experienced rider can easily cover this distance even over indifferent roads. In proof of this statement, I can offer myself as a good example. I am far below the average man in physical build. I can not lift such heavy weights, cannot perform as much hard labor and have not as much endurance as other men. I don't believe I could ride fifteen miles in the hour if my life depended on it. In my youth I never could compete in athletic games, and was termed a "stiff."

I have always followed the law of all natural forces, in following the lines of least resistance, and in cycling I have not deviated from the rule, yet my average ride averages between 60 and 90 miles, over hilly roads far from good, and in a few instances I have passed the 100 mark. I am sure I could often cover a hundred miles if there was an inducement of some kind. I wish some one would "show me" where in the pleasure of grinding out centuries lies. Why is it more pleasure to circle around well known courses almost every Sunday than to expend that same energy in going to some definite place, or in traveling over a new road, or surveying a new territory?

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## A RIDE HE REMEMBERS

**The Motorcyclist Wasn't Seeking Excitement, but it Just Came his Way.**

"Speaking of adventures," said an Asbury Park motorcyclist, who was in New York this week, to the Bicycling World man, "I can tell you of two exciting ones that happened to me one day last summer on a short trip to Lakewood. A few weeks previous to this eventful day I had become the proud possessor of a C—motor bicycle and I soon learned the art of its manipulation. On Saturday morning I set out from Asbury Park for Lakewood, which is a beautiful trip over most excellent roads. I went down Main street, through Bradley Beach, Avon, Belmar, Lake Como, Spring Lake, Sea Girt, turning at Manasquan to reach the long bridge that spans the 'Squan river and connects the boroughs of Manasquan and Point Pleasant. Nothing happened until I reached the bridge and I had only stopped once to oil the motor.

"On the Manasquan side of the bridge there is a draw and a big sign which cautions vehicles to not go faster than a walk under the penalty of the law. Involuntarily I retarded the spark and started across the mile stretch of boards as the sign told me I should, but when I saw a cyclist go by me with a sprint, I forgot the sign and the possible penalties and increased my speed until I came alongside. He must have thought I was hankering for a race by the way he dug into the pedals. I hated to think of an ordinary bicyclist leaving me in such summary fashion, so down went the lever on my right handlebar and the machine went past him with a rush. At the other end of the bridge a man stood waving his hands frantically. I slowed up, thinking that something must be the matter with the bridge. He flashed a star and coolly informed me that I was under arrest. I said nothing—for I knew he had a clear case against me, and accompanied him to the office of the local justice of the peace, where that worthy deemed it best for the welfare of the town to mulct me of five dollars. I forgot to say that just as the marshal stopped me the cyclist went past with a whirr, but the cop only gave him an uninterested casual glance.

"Perhaps this exasperated me, for I was pretty hot under the collar when I remounted and headed for Lakewood. I went down the main street as if a posse was after me and turned into the wide lane that leads up to Clark's Landing on the river. The pavilion is situated on a thirty foot bluff and overhangs the river. The road up to it is a quarter of a mile long and I went up it at full speed. One hundred yards from the pavilion I tried to shut off the power, but the lever would not budge. I tried again. It was stuck and the river was getting closer and closer. I gave another yank, but still 'nothing doing.' There was

no way of turning out and mentally I saw myself shooting over that railing and dropping thirty feet into the river below. Never, I thought.

"Just as the front wheel touched the pavilion boards I swung myself out of the seat, still clinging to the handlebars. If you have ever alighted from a rapidly moving train you will see how the momentum carried me forward despite my efforts to retard my progress. Well, the machine and I smashed up against the guard rail at the same time. It creaked and groaned under the force of the impetuous onslaught, but did not give way. It was a close shave, though.

"I then turned my attention to my mount.



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The front wheel was unmistakably smashed. I soon discovered why the lever refused to move when most I wanted it to. The little studs on the side of the motor had worked loose and caught the spark advancer between two of them. I was too flustered to turn off the spark button. Finally I got my damaged machine patched up and started for Lakewood.

"It is ten miles of the best gravel road in the State from Point Pleasant to Lakewood and I took advantage of it. Two miles from Burrsville a party of 'dagoes' employed on grading a trolley bed had pitched their camp. Being thirsty I decided to stop and get a drink. Thirty or forty of the swarthy sons of Italy lay around in idleness and I wondered why they were not working. I soon found out. It was nice and cool there and I stretched myself under a tree to rest a bit. I noticed them eyeing me suspiciously, but thought nothing strange of it until I caught something one, evidently the leader, said to another. I had picked up enough of the lingo on my peregrinations to help me at times and this was one time that a little knowl-

edge proved a valuable and not a dangerous thing. I heard enough to convince me that this was no health resort for 'yours truly.' The 'guineas' had struck for more wages and they thought me a spy, inspector, or something of the sort, sent down from the contractor's office in Trenton to see what they were doing. Even then they were planning to do dire things to me.

"I arose, walked over to where I had left my machine leaning up against a shanty, but a burly brute put his hands on the handle bars and grunted out an unmistakable 'no.' Things began to get interesting when I saw the entire outfit closing around me. Then something happened. I don't know yet, how I had the nerve to do it, but I gave the Italian a swift straight for the proboscis, which surprised him so he dropped his hold on the bars, and I grabbed the machine, ran through the crowd, turning the power on as I ran, hopped on the saddle and shoved the lever down as far as it would go. It was just in time, for with a mingled howl of rage and pain the object of my immediate antipathy started after me. I bent low over the handle bars and fairly flew. I heard a pistol shot ring out, but if the bullet hit me I never felt it, and before I dared to look around Burrsville and its gang of Italians was miles behind.

"I returned to Asbury, via Allaire," the native concluded. "I had had quite enough adventure for one afternoon, and I did not care to run the chance of meeting the railroaders or the constable on the return through Point Pleasant. The roads were not quite so good, but I retained my composure and came home with a whole skin."

## The Lady and the Tandem.

"Don't you see it has only got two wheels." "I don't care, ma'am—it's a thricycle, and you'll have to pay double," persisted the Hibernian representative of the railroad. "But how can a machine with two wheels be at the same time a machine with three wheels?" "That does not matter—it's a thricycle." Such was the gist of a heated argument which took place at an Irish railway station recently between a ticket collector and a fair cyclist who was bringing a tandem home by train—a machine which, "over there," is invariably charged half as much again as a single. Eventually the handsome owner returned to the office and got another ticket, but she had the best of the argument in the end, as women generally have, for on reaching her destination she only gave up one ticket and retained the other for future consumption.

One bicycle race relieved the monotony of the games of Company C at the Twelfth regiment armory, New York City, Wednesday night of this week. It was a pursuit race for members of Company C and was won by Everett Ott, who overhauled John Biegler in five laps. The time was 1 minute 42 seconds.



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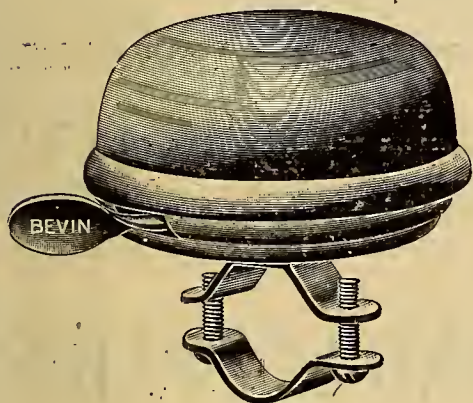
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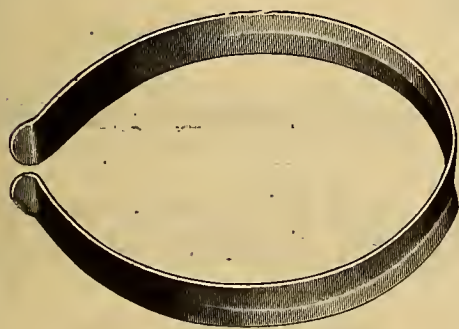
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#### How to Test the Two Sparks.

Seldom have the advantages of the different sparks produced by the high tension and the make and break been more effectively compared than in the following which is an excerpt from an article on ignition systems generally, from the pen of Charles E. Duryea. Taking them in the order mentioned, he says:

"Pass a strip of paper between the points of a jump spark plug and the paper will be perforated by the sparks, leaving a line of minute holes. To get the actual size of the spark in the cylinder the points should be separated a quarter of an inch or more, for it is well known that the compressed air is an insulator, and that engines which frequently miss on full charges will fire regularly when throttled, thus proving that there is a larger and better spark when there is no compression.

"To test the make and break spark in a similar manner, connect one wire from such a system to a piece of sheet metal on which is placed a sheet of thin paper, preferably held about one thirty-second of an inch above the metal. Connect the other wire to a common pin and push the latter through the paper. Then pull the pin away quickly. A large spark will follow, burning a hole through the paper, frequently an eighth of an inch in diameter. Compare the area of this hole with that of the minute perforation made by the jump spark, remembering that the make and break spark is also longer, and it will be seen that the volume and heat of the make and break spark is much larger, on which account it will fire a less perfect mixture."

#### Some Sources of Belt Trouble.

It is not infrequently happens that riders of belt driven motor bicycles find considerable difficulty in getting the belt to run true in the grooves. When such is the case, the remedy must lie in one of two directions. Either the belt itself is at fault through not having the proper tension, or because the fastening is not properly made, or else the pulleys are at fault—which is much more likely to be the case. If the grooves are not true in their faces, are not centered, or even if the sides have not the same amount of slope, the belt is quite likely to be forced off or turned over, while if they are not perfectly in line, there is certain to be trouble from the jumping of the belt.

When there is any doubt about the truth of the pulleys, the best thing to do is to get a piece of string and stretch it between them. By sighting along it from one to the other, it is possible to tell in an instant whether they are in line or not; and by turning them partly over and repeating the process, a very good idea of their uniformity can be gained.

"The A B C of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price, 50 cents. The Bicycling World Publishing Co., 154 Nassau street, New York.

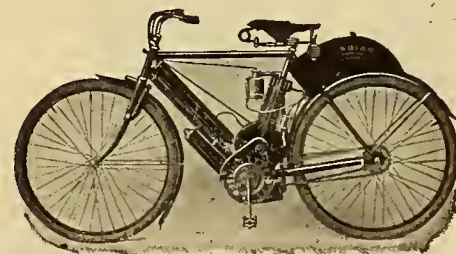
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**Tigers Undertake Roller Championships.**

For originality and precedence the Tiger Wheelmen think they have concocted a scheme that contains the very essence of newness and novelty. They have on the tapis for Saturday night, the 24th inst., a home trainer championship contest for professionals, and took good care to secure the promises of several riders before going ahead with the program. The event ought to be productive of good sport and attract more than the usual run of on-lookers.

Tom Butler, of Cambridge, Mass.; Carl Limberg, of San Jose, Cal.; W. F. "Hobo" King, of Anywhere; William Lee and George Schreiber, of New York City, have each signified their intention of riding for the money.

On the same night there will be amateur races on the rollers, and among the prizes already offered are a gold watch, clock, and Solar gas lamp. The meet will be held on March 24th, at Turnverein Hall, 305 West 54th street. Entry blanks can be had

by addressing the race committee at 782 Eighth avenue, New York City.

The Acquackanonk Wheelmen, Passaic's little club with a large name, have elected these officers for the present year: President, A. N. A. Stroyer; vice-president, F. C. Greeme; recording secretary, Peter Kientt; financial secretary, F. A. Lau; treasurer, W. Hendry, Jr.; captain, Arthur Kinloch; road manager, W. Totten.



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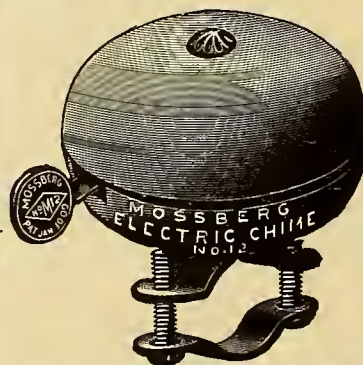
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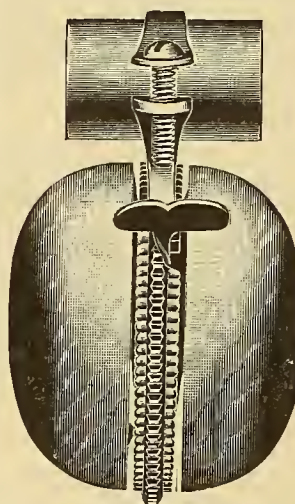


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## Forsyth Mfg. Co.

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Manufacturers of

CHAIN GUARDS AND BRACES:  
COASTER BRAKES AND PEDALS

### The Week's Patents.

812,547. Bicycle-Support. George F. Cook, East Washington, N. H. Filed May 31, 1905. Serial No. 263,107.

Claim.—1. In a bicycle-support, a frame, a clamp secured to the frame and provided with an ear having a rectangular-shaped opening, a pin having an intermediate rectangular portion for engagement in said opening to prevent rotation of the pin, a disk mounted upon each end of the pin adjacent the said ear, each disk having a circular opening for engagement with a circular portion of said pin to permit of rotation of disks, a leg connected to each disk for engagement with the ground to support the bicycle, and means for holding the free ends of the said legs out of contact with the ground.

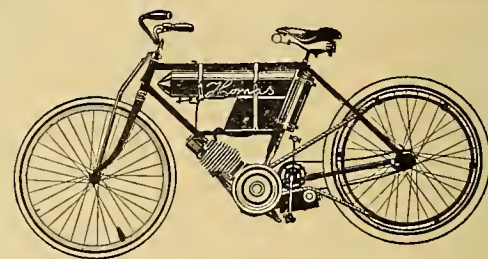
812,607. Induction Coil. John Splitdorf, New York, N. Y. Filed Nov. 15, 1904. Serial No. 232,890.

Claim.—1. A casing or retainer for an induction-coil, having apertures through its walls extending from an air-space about the iron core to the outer atmosphere.

812,622. Electrical Igniter for Internal-Combustion Engines. William H. Walter, New York, N. Y. Filed Mar. 24, 1902. Renewed Apr. 6, 1903. Serial No. 112,928.

Claim.—1. In an electrical igniter, the combination of a hollow plug provided near its inner end with openings or slots and with a ring-like terminal, said openings or slots lying inside of the ring-terminal and the latter presenting a continuous active edge of thin section, and a beveled disk-like terminal having an active edge of thin section disposed in parallel and opposing relation to the corresponding edge of the ring-like terminal and forming therewith an intermediate sparking gap of uniform width, said ring-like terminal being presented edgewise to the disk-like terminal.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York.



Model No. 44.  
PRICE, \$145.00

## THE THOMAS AUTO-BI

The WIDE-AWAKE AGENT has taken on the 1906 Thomas line, YOU can't afford to bring up the rear.

The BEST SELLING motor cycle proposition ever.

**The Thomas Auto-Bi Co.**

1443 Niagara St., BUFFALO, N. Y.



# The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LII.

New York, U. S. A., Saturday, March 3, 1906

No. 23

## FIRE DAMAGES PIERCE FACTORY

**Bicycle Assembling and Storage Departments Destroyed—Business Crippled.**

Fire early Sunday morning last, 25th ult., destroyed one of the large detached buildings of the George N. Pierce Co.'s plant, at Buffalo, N. Y., and coming at this inopportune time, the resulting damage will seriously disturb the company's bicycle business.

The main factory was not touched, but as that part of it destroyed was used for the testing of the Pierce automobile engines and for the assembling and storage of bicycles and repair parts, the loss and inconvenience cannot be readily overcome. A large number of finished bicycles were destroyed, including one lot of 400 which had been just made ready for shipment to Japan.

The cause of the fire is a mystery. It appeared to originate in the motor testing department and was discovered by a small boy and not the two watchmen on the premises. The youngster endeavored to turn in the alarm, but was unequal to the task of pulling the apparatus and valuable time was thus lost. The flames had gained great headway before the firemen arrived and it was only by strenuous work that the surrounding buildings were saved. The loss, estimated at \$75,000, is fully covered by insurance.

President Pierce himself looks after the bicycle end of the business and in his absence—he is now in California—Charles Clifton, treasurer of the company, preferred to make no statement as to how badly the fire would interfere with their business; he admitted, however, that the disturbance would be serious.

## Dunlop Profits in France.

The report of the French Dunlop Tire Company for the year ended July 31st, discloses a net profit of \$104,981. With \$160,015 carried forward, the amount available for distribution is \$264,920. It is proposed to pay six per cent. on the preferred capital, and 10 per cent on the common stock, and to carry forward \$228,325.

It is proposed to increase the capital of the company by the issue of 60,000 ordinary shares of \$15. Of this new issue 40,000 will be offered for subscription at a premium of 25 cents per share, the balance being reserved for further issue if required. Last year the directors invited subscriptions to an issue of \$200,000 debentures, but the response was so small—only \$7,000 was applied for—the directors did not make any allotment. It is believed, however, that the present issue will be more successful, as the balance sheet shows a profit of 20 per cent. on the total capital.

## Hendee Gets Two Pope Men.

John McGregor, superintendent of the Pope bicycle factory at Westfield, Mass., has resigned that position to become superintendent of the Hendee Mfg. Co. at Springfield. R. H. Patterson, foreman of the Pope enameling department, will also enter the Hendee employ in a similar capacity and at the same time, April 1st.

## Building Diamond Store in Chicago.

The Diamond Rubber Co. are constructing on Michigan avenue, near Sixteenth street, a three-story building which, after May 1st, will house their Chicago branch. The structure has a frontage of 100 feet on Michigan avenue and a depth of 80 feet.

## Biggest Price for Tire Patent.

Probably the largest sum of money ever paid for any individual tire patent was \$1,000,000 paid to the North British Rubber Co., for their "Clincher" tire patent, and the company reserving shop rights, and continuing to make tires.

## Profits on German Fittings.

For the year 1905, the Neckarsulmer Fahrradwerke Gesellschaft, one of the big German makers of cycle fittings and motorcycles, has declared a dividend of 14 per cent. Its profits for the 12 months amounted to \$113,000.

## Cycle Fittings Wanted in India.

Graduate Bros., U. P. Cycle Mart, Meerut, India, are in the market for cycle fittings and accessories.

## CORBIN HAS A TWO-SPEED

**New Britain Makers Obtain Two Patents on the Device—What it is Like.**

What has been a matter of "inside" knowledge for some little time became public property late this week because of publication of the patents in the Patent Office Gazette—the fact that the Corbin Screw Corporation, New Britain, Conn., makers of the well-known Corbin coaster brake, have a two-speed gear under way.

The device is covered by patents No. 813,464 and 813,465, the applications for which were filed Dec. 12, 1904, and May 31, 1905, respectively, by Charles W. Svenson, of New Britain, Conn., who has assigned the rights to the Corbin Screw Corporation. The first patent covers the hub generally, the other one the controlling mechanism.

The gearing employed is an adaptation of the sun and planet system the entire mechanism being contained in the hub, which provides both a high and a low gear and a free wheel or coaster and also a back-pedaling brake. Each feature of the device is operated by back-pedalling, no levers or exterior actuating rods or other apparatus being employed.

## Now the Wilson Trading Co.

The Wilson Co., one of the cleanest of the New York jobbing houses, have incorporated under the laws of New York, as the Wilson Trading Co. The personnel of the company, however, remains unchanged. It is composed of Andrew Wilson and his son, Charles T. The father is president and treasurer of the Trading Co., and the son is vice-president and secretary.

## The Retail Record.

Bradford, Pa.—Demler & Antico, new firm.

Wallingford, Conn.—Jacob Burstein, new store.

Sacramento, Cal.—Ernest Norton, sold out to P. E. Nelson.

Phoenix, Ariz.—H. S. Griswold, removed to 34-36 West Adams street.



## INGENUITY FROM BELGIUM

Features of a Motor Bicycle Produced there that are Neat and Uncommon.

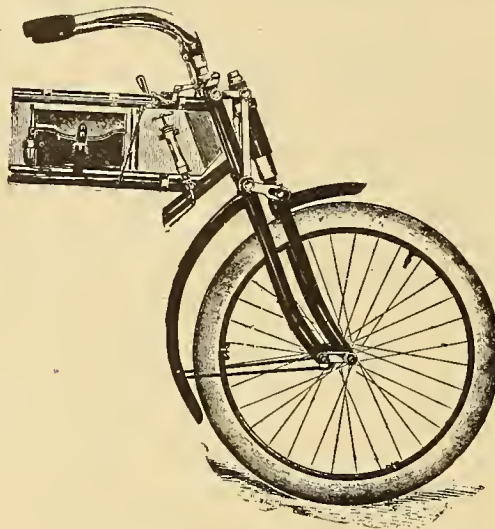
Although it would seem that the realm of possible novelty in the line of spring frame construction for cycles had been narrowed down to nothing, now and then a new departure appears which, despite its degree of difference from the existing types, yet possesses considerable virtue from the standpoint of design. A notable example of this is to be seen in the new models of the F. N. motor bicycle, in which a complete double fork construction is employed. The method in which this is accomplished is unique in many ways, and though far from simple in appearance to the eye accustomed only to the exquisite symmetry of the bicycle, it is far from being over complex, and should ride very easily.

As will be seen from the steering head group here illustrated, the double construction is so carried out that the load is carried entirely by the dummy fork which is mounted in the frame in the usual way, while this in turn is supported by the main fork, through the medium of a shock absorbing device of the familiar plunger pattern. The method of connection between the two forks is that of the parallelogram, by which means the alignment is maintained easily, while the two are absolutely free to move relatively without in the least disturbing the rigidity of the steering head, inasmuch as the linkage is so contrived as to prevent any lateral motion. That considerable motion between the two is allowed for will be seen from the fact that the rear portion of the front mud guard, which is of necessity divided, is raised considerably above the level of the front portion to enable it to clear the wheel at all times.

The same illustration also reveals one or two other points of excellence in the machine which are worthy of note. One of these, a minor consideration in itself, yet one of "those little things" which go so far towards making or marring the happiness of the rider, is the placing of the tool kit at the side of the tanks, where it is at once accessible at all times, being within easy reaching distance from the seat, and where at the same time it is entirely out of the way and—what also is not to be despised—inconspicuous.

Another feature which makes greatly for the convenience of the rider, and, in this case, for the welfare of the machine as well, is the mounting of the oil pump at the side of the tank, and just in front of the tool kit, where it may be reached without dismounting. By virtue of the fact that this is provided with a glass barrel, it may be utilized with a better degree of success than in the much more common case where the rider has no means of knowing at the time whether he is feeding oil or compressed air into the crank case.

These features all make for the greater convenience and comfort of the rider. In a way, they are not essential to the action of the machine, nor do they contribute to greater speed or power in the motor. Yet whatever can contribute toward increasing



the pleasure of the owner while riding, cannot but increase the value of his mount to him, and in that way they should be counted as valuable improvements on common practice.

## For Replacing Piston Rings.

To avoid breakage of the piston rings in the process of trying to compress them equally into the piston grooves with one's fingers, while persuading them at the same time to enter the cylinder bore, a repairman suggests this method:

Beg or buy a broken gramophone spring from one of the "side line" agents. These springs are of thin flat steel about  $\frac{3}{4}$ -inch wide. Cut a piece off the spring to form a band about 1 inch less in length than the circumference of the piston. Anneal the spring band, and rivet to each of its ends a small piece of angle plate; a pair of cycle front mudguard connectors will do admirably.

The spring band is passed round outside the piston rings; the thumb and finger draw the angle plate ends together, which compresses the rings into the piston grooves, and thus enables them to be easily and safely entered by one into the cylinder bore.

## Effect of Stale Gasolene.

Frequently when a motor has been standing for some little time and refuses to start readily on being turned over the usual number of times, the whole trouble may be traced not to the ignition outfit, nor yet to the carburetter, but to the very small quantity of gasolene which is contained in the float chamber, and which by contact with the air, has become stale through partial evaporation. The only thing to do in such a case is to shut off the supply cock and drain the chamber, after which on opening the cock, a fresh supply of fuel will be drawn in which will vaporize with desirable readiness.

## ABOUT PURE PARA RUBBER

Wherein it is Akin to "Clear Havana Cigars"—Rubber Produced in America.

Like the "clear Havana cigar," that is never made of anything but the choicest Cuban tobacco, the cheap tire is always made of "pure Para" rubber. No matter how cheap it may be, and to what depth of depravity counterfeiters of the pneumatic tire for the bicycle may descend, it is always "pure Para," although it may sometimes take to itself the added honor of being the "genuine pure Para." But it is never any other kind of rubber. That is, if the man who is employed to sell the cheap bicycle with its nameless footwear, is to be believed.

Not that one man out of a hundred knows whether Para refers to the place of its origin, or some peculiar quality of the rubber itself, and if an attempt were made to pin down one of the smooth gentry usually to be found in the establishment devoted to the selling of nameless crocks at bargain counter prices, he would be totally at sea. But as is the case with Habana in connection with the cigar, the name has attached itself indelibly to rubber, but as is also the case with the "clear Habana" of commerce, more are sold daily in a few large cities of the United States than are made in the Cuban capital in months. And the same is true of Para rubber. If all the tires of unknown origin as well as a thousand and one other forms into which rubber enters, were the product of the district tributary to the port of Para, in Brazil, the production would have to be increased a great many times.

"Mocha" coffee comes from Brazil in large quantities and so does "Para" rubber, with the distinction, however, in the latter case, that the article is genuine, but the quantity not so large in proportion. As already stated, Para is not a rubber growing district, but is a Brazilian seaport which forms the outlet to the vast rubber producing country of the Amazon Valley. Rubber is produced in other parts of the world, including the northern and eastern parts of the United States. It may come somewhat as a surprise to learn this, but the American rubber is not gathered from trees and smoked before a wood fire in the tropical forest—at least, when it is produced here.

It takes the form of cast-off rubber boots and shoes, discarded garden hose, bicycle tires that were once good, but have seen the last day of useful service in that field, and, in fact, any thing composed of rubber or into which the latter enters to any great extent. Just what the process to which it is subjected consists of is usually a secret with each manufacturer who makes a business of this, but suffice to say, it comes forth rejuvenated under the name of "reclaimed" rubber, in which form it is still of considerable use for various purposes.



## JANUARY BROUGHT JOY

Export Year Begins Uncommonly Well—  
Upward Tendency Fairly General.

Predictions as to the bicycle coming into its own in 1906 find substantial verification in the export returns for the first month of the new year, for not in many, many moons have the monthly totals revealed such a strong advance as that brought to light when January, 1905, and the same period in the present year are compared. From a total of \$114,729 a year ago, the figures have jumped to \$185,242.

First and foremost, Great Britain's takings have more than doubled, from \$12,327 to \$27,315, while Germany exhibits an increase of something over six fold, or from \$5,066 to \$31,598, and in the case of the Netherlands, this is almost ten times as great, the takings of the little country that is commonly reputed to consist of nothing but canals and dikes having soared from \$4,775 to \$43,702. Italy likewise shows a very substantial increase in her advance, from \$2,122 to \$9,182, but the most anomalous feature of the report is to be found in the fact that Other Europe which has been steadily gaining during every month of the past twelve, and the yearly total of which formed one of the bright spots in the annual returns, now exhibits a falling off.

Mexico, Argentina and Brazil have doubled their totals of a year ago while Other South America also shows a substantial gain. In the Far East the Japanese thermometer has again fallen somewhat, while British Australasia breaks about even. Another very encouraging feature of the report is to be found in the fact that the totals for the first seven months of the fiscal year show a gain of \$12,000 over the same period of 1905.

The detailed report is as follows:

Exported to—	Jan.— 1905	1906	Seven Months Ending Jan.— 1904	1905	Jan.— 1906
United Kingdom .....	\$12,327	\$27,315	\$143,094	\$87,962	\$70,469
Belgium .....		2,265	22,342	22,016	12,844
France .....	4,191	1,311	31,704	16,090	25,922
Germany .....	5,066	31,598	47,992	18,693	43,207
Italy .....	2,122	9,182	33,215	13,152	22,326
Netherlands .....	4,775	43,702	65,925	23,968	71,290
Other Europe .....	22,676	17,639	81,349	56,581	86,325
British North America .....	12,283	2,924	49,856	40,949	20,170
Central American States and British Honduras .....	275	183	1,583	2,945	4,259
Mexico .....	4,448	9,217	24,295	25,589	45,026
Cuba .....	3,071	2,268	10,511	22,078	23,277
Other West Indies and Bermuda .....	2,060	3,053	17,587	18,159	13,795
Argentina .....	926	1,854	5,880	11,155	10,053
Brazil .....	834	1,690	7,512	7,782	4,989
Colombia .....	220	25	828	3,056	2,533
Venezuela .....	26	209	461	254	628
Other South America .....	891	1,505	10,596	7,926	7,573
Chinese Empire .....	415	341	9,357	9,362	4,479
British East Indies .....	142	265	15,579	5,440	3,709
Hongkong .....	252	76	7,640	2,457	493
Japan .....	23,395	18,378	232,377	124,213	96,513
British Australasia .....	9,812	9,196	220,106	94,042	63,898
Philippine Islands .....	400	185	17,888	2,551	4,864
Other Asia and Oceania .....	3,624	786	12,728	13,449	6,742
British Africa .....	20	75	7,793	1,718	1,107
All other Africa .....	478		5,041	2,593	320
Other countries .....				50	
<b>Total .....</b>	<b>\$114,729</b>	<b>\$185,242</b>	<b>\$1,084,039</b>	<b>\$634,230</b>	<b>\$646,811</b>

## Gasolene and Stove Gasolene.

Slight differences in the specific gravity of the gasolene obtained for fuel will not make an appreciable difference in the running of the motor, but if stove gasolene be supplied by mistake it is apt to cause the carburetter to work erratically, and the latter will, in the majority of instances, be attributed to almost everything but the real reason. Stove gasolene is of comparatively low test, about 60° and is nothing as "lively" as the higher test fuel. An experienced nose may readily detect the difference in that stove gasolene savors very strongly of kerosene, while the odor of gasolene of 80° or higher specific gravity, is indescribable. A hydrometer is, of course, the only accurate means of learning this characteristic of the fuel to a certainty.

## Using Diamonds for Dies.

In wire-drawing, because the wear upon the hardest steel dies precludes the possibility of a uniform wire diameter from beginning to end of the drawing, diamonds are now extensively used for dies, especially for small wire up to about 1/40-inch in diameter. The diamonds used for this work weigh from four to five carats each. With these dies it is said to be quite practicable to draw platinum wire to a diameter of 0.0005-inch.

## German Silver is Chinese.

One of the oddities of our technical nomenclature is to be found in the fact that the combination of metals known as German silver contains no silver whatever in its composition, and is moreover of Chinese and not of German origin. It was first introduced into Europe by the Germans, and for some time it was not generally known that they had simply borrowed it from the Chinese.

## RECKONING THE SPEED

How Every Man May Become his own  
Speedometer—if he is Quick on Figures.

Owing to the fact that the price of a speedometer represents a rather substantial fraction of the cost of a good bicycle, it is not to be wondered at that more cyclists have not indulged in this expensive method of satisfying their curiosity as to the speed at which they travel.

A simple rule for figuring this out is as follows. The first thing to do, of course, is to ascertain a working basis for the rule and this is supplied by what the Frenchman terms the "development" of the machine, a term that has no equivalent in English, and which requires a more or less lengthy explanation. To find this development, a line should be marked on the road or floor and the point of contact of the rear wheel be placed upon it; the position of the pedals should then be noted and if not favorably placed for comparison, should be turned until they are perfectly perpendicular, or better still, are opposite a mark on the frame. The wheel should then be rolled ahead until the pedals have made one complete revolution; until one of them has again come opposite the mark selected. The distance covered by this single turn should be measured. This will be the development. Multiply this amount by 3.6 and the result will be a figure that will be characteristic of that bicycle—it may be used from then on as a standard.

With this figure in mind, it will only be necessary in order to ascertain the speed of travel to count the revolutions of the pedals, the right one, for instance, during the number of seconds represented by that figure. But as this so-called development when multiplied by 3.6—which represents the relation borne by the diameter of a circle to its circumference, would in most instances be a rather cumbrous figure, it will be far simpler to divide the development by half or quarter and multiply the final result by two or four according to the fraction taken. For instance, the distance covered on the ground by the wheel in one turn of the pedals amounts to 20 feet. This is the development. One quarter of this—5, multiplied by 3.6, gives 18. In such a case, it would be necessary to count the revolutions of the pedals during a period of 18 seconds. If the number of turns in that time is 15, then the speed in miles per hour will be approximately one-third of this, or 5 miles an hour. It would be impossible to figure it out very accurately without going deeply into decimals—something beyond the capacity of anyone but a lightning calculator to do it mentally. But this result of five miles an hour, has been obtained on a basis of one-fourth of the development of the wheel, so that the net result would be 20 miles an hour. Taking the figures already assumed, this would mean 50 revolutions per minute of the pedals of a 64 gear.



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 the dealer who handles the  
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is “there with the goods every time” and the bicycles themselves afford the most convincing answer. They have features not possessed by any other bicycle and there’s a sound reason for and an advantage gained by each of these features. They are of the sort that appeal to intelligent buyers and that help wideawake agents to attract such buyers.

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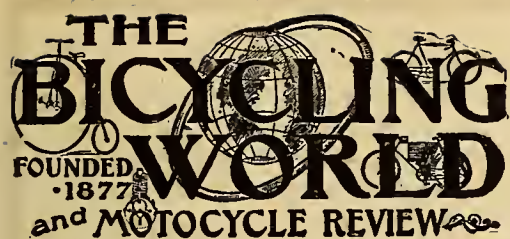
Like all Fisk products, they have a Quality and a Construction that is exclusive—real merit—through and through—that makes their distinct superiority apparent.

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, MARCH 3, 1906.

### Keeping out of the Rut.

When there was competition and public interest aplenty the wits of every man in the trade were kept on edge and there was small chance for any of them to fall into a rut. They were always thinking, always planning. Since the business settled down, falling into ruts and staying there has been a practice all too common.

"I haven't time," or "What's the use?" have been pegs upon which the dealer has been prone to hang his excuses. In the old days he not only found time to "think things," but to do them, and curiously enough there was then comparatively small need for them. Things were coming the cycle trade's way without effort.

It is an odd frame of men's minds that so few of them grasp the fact that while it may be easier to float—which is akin to keeping in the rut—than to swim, that swimming, that striking out is necessary if one is to reach a given objective. The man who merely floats must be tossed where the tides wash him. When a trade "settles down" and seems to have reached a monotonous level, the man who makes his mark

and achieves the greatest measure of success is the man who strikes out most vigorously. When seas are smooth, swimming is easy. It when the water is rough that the real qualities of the swimmer are brought out. It is when an industry has settled down that there is most need for "thinking things" and doing them.

The situation is well expressed by a writer in reviewing the hardware trade, a trade much older than bicycles. He says:

"Attention is apt to be attracted by the record as a whole, overlooking the fact that the great things accomplished have been the result of individual effort. There is perhaps little to suggest directly the homely but sterling qualities in those who wrought so well—the industry, the perseverance, the painstaking care and the hopefulness that refused to be discouraged by difficulty or defeat—qualities which were, however, essential factors in the accomplishment of what has been achieved. Those who are the successors, to whom is given the opportunity of continuing their work and perhaps carrying it to higher perfection, must be willing to labor with the same industry, patience and courage and to attain their end by the same commonplace pathway of hard work. This is one of the lessons, perhaps the chief one, to be learned from a thoughtful retrospect of the triumphs, whether of trade or journalism.

"The story of the life work of men pre-eminent in the positions they occupy certainly enforces this lesson and at the same time gives to those whose spurs are still to be won the inspiration of great examples. In connection, however, with these qualities there is in the career of the most successful merchants and manufacturers evidence of resourcefulness and invention which contributed directly to the positions they occupy. It has been the instinct of American enterprise to follow the old paths only long enough to discover better ways. There has been in every department of activity, where anything worth the name has been accomplished, the ability of good fortune to initiate rather than to imitate. Those who possess the courage and ability to devise new methods, to work along new lines, to put on the market a new product, always supposing that these new departures justify themselves by their results, are those whose efforts are attended with the most notable success. Their experience might well be expressed in the words of the builder of ships who outstripped all his rivals:

They asked me how I did it, and I gave them the Scripture text:

"You keep your light so shining a little in front of the next."

They copied all they could follow, but they couldn't copy my mind.

And I left them sweating and stealing a year and a half behind.

"The spirit of courage and hopefulness from the story of those who out of insignificant beginning and in the fact of many difficulties have attained a great success; a reliance upon the homely but royal qualities of industry and persistence, and the possession of the superb ability to originate, leading rather than following, discovering and adopting new and better methods—these are lessons from the past half century which should be heeded by those who have their fortunes to make and their part to perform in shaping the course of the trade during the years to come."

There was a time when the prize winning mileages of each year interested the manufacturers of both the bicycles and the tires used by the respective riders. Each class of manufacturer was quick to herald such records to the world and otherwise to turn them to advantage. Now they permit them to pass unnoticed and unsung. It is but one of the many forms of "making capital," arousing interest and obtaining publicity that is suffered to go to waste. About the only recent instance in which material of the sort has been turned into a live advertisement was by the manufacturer who last month secured the contract for bicycles to be used by the Cincinnati street cleaning department. He proclaimed the fact and that such ads. "count" is beyond dispute.

The "walking delegate" usually is a lucky fellow. His entry into the realm of sport by way of the recently organized Western Racing Cyclists' Union of Salt Lake City, was an innovation that promised developments. They came sooner than expected. The "walking delegate"—an odd title for a cyclist, by the way—has just "landed" the management of the Salt Lake track. What he will do if his "union" should declare a strike is a prospect that only "walking delegates" are equipped to face.

The export trade has made a good beginning for the year 1906, anyway. Whether it is merely a spasmodic spurt remains to be seen. It is too early to do any crowing or rubbing of hands, but little things are thankfully received these days, and the export increase in January is of that character.



### California Motorcyclists on Long Beach.

A large crowd watched the motor bicycles scoot up and down the sandy stretch at Long Beach, Cal., on Saturday last, the 24th inst., the occasion being the first tournament of the Los Angeles Motorcycle Club and the first race meet to be held this year. The races were held under the sanction of the Federation of American Motorcyclists. Honors in the events were well distributed. With the exception of G. F. Grant, of Long Beach, who tried but failed to annex one of the prizes with a home-made six horsepower machine, all the contestants were from Los Angeles. Many motorcyclists and automobilists made the trip from Los Angeles on their machines, while the local club chartered a train to carry their racing machines, banners and contestants to the beach.

The best recorded time was made by E. W. Hoag, who rode a Thoroughbred to victory in the mile and a half straightaway for machines of that make. He covered the stretch of sand in 1 minute 43 seconds, no mean performance. Second to this time was that made by R. Gould, who led a string of Indians over the same distance in the event for Indian machines. His time was 1:45. R. Gould won most of the events, getting two firsts and one third. The summaries follow:

One and one-half miles, for Indian machines—R. Gould, first; Fred Burnwell, second; C. W. Ridsen, third. Time, 1:45.

One and one-half miles for Thoroughbred machines—E. W. Hoag, first; Foster Wright, second; Robert Kettle, third. Time, 1:43.

One and one-half miles for motor Racys—George Hull, first. Time, 1:50.

One and one-half miles for standard  $1\frac{3}{4}$  horsepower machines—W. S. Collins, first; Fred Burnwell (Indian), second; E. W. Hoag (Thoroughbred), third; Foster Wright (Thoroughbred), fourth. Time, 1:47.

Quarter-mile, for stock machines—Geo. Hull, first; Max Ziegler, second; H. H. Alexander, third. Time, 0:20.

One and one-half miles, free-for-all—E. W. Hoag (Thoroughbred), first; W. S. Collins, second; R. Gould (Indian), third. Time, not given.

Half mile, standing start—R. Gould (Indian), first; Fred Burnwell (Indian), second; J. Boyd, third. Time, not given.

### Jockeys to Engage in Odd Contest.

A couple of Parisian jockies have arranged a novel match. One has achieved considerable local fame as a cyclist—being in fact, the holder of some amateur records—while the other is known as a runner of repute. The former is to give the latter ten minutes' start in a contest of two hours' duration, the runner to have the privilege of going where he pleases—through fields, woods, etc., scattering paper as he goes as a trail, and the cyclist undertakes to over-haul him within the allotted time.

### Here's the Motor Skater.

As time goes on it is becoming more and more apparent that the motor bicycle, as



regards self-propelled vehicles, is to occupy the same relative position as the bicycle

itself in the realm of other means of locomotion—that is, that it is the very simplest and most compact form of self-propelled vehicle. For example, nothing apparently could be simpler than the motor skate, of which so much has been heard within the few months following its introduction in France. In it are all the essentials of the motor bicycle, minus the frame, steering post bars, and saddle, and yet the fact of the matter is, that instead of being simpler, the motor skate is even more complex than the motor bicycle.

Each one is in fact a wheeled motor car, having its motor, transmission gearing—not variable in this case, however—gasoline tank, ignition apparatus, muffler, and so on, the pair thus presenting essentially just twice the amount of machinery necessary in the motor bicycle. Also, instead of the rider being free to mount and dismount as frequently as he likes, he is chained down, as it were, and made to carry something of a burden in the shape of the spark coil and batteries, which he operates with levers secured to a waist band, as the accompanying illustrations show.

And while the motor bicycle is in every way practicable, it may well be doubted that the motor skate ever will attain much use outside of exhibition halls.

### Buffalo's Armory Record Broken.

William Polson's long standing armory record for the 74th Regiment floor, at Buffalo, N. Y., went by the boards on Saturday night last, 20th ult., when in the one-mile handicap Fred Schudt, of the Standard Wheeling club, from scratch, won his heat in 2 minutes 12 $\frac{3}{4}$  seconds. The former record was bettered by three seconds. It was in this event that more spills occurred than in any one race this season; no cause can be ascribed for the track is wide, with no sharp corners. Philip Backert almost created a furore when he ran away with the first prize in the final heat. His club-mates—the Ariels—wanted to carry him around the track in their shoulders, but Backert begged off so hard that they let him go.

The two-mile lap race was a "cracker" from the word "go," for in order to be in for the prizes the riders were compelled to lead across the tape a sufficient number of times to entitle them to a place in the final. Fred Schudt was in rare form and captured the honors with 61 points. Ed Delling rode well and finished second, while third went to D. Hitchcock, of the Pierce team, a young man who will bear watching in the future. The time was 4:40 $\frac{3}{4}$ . The summaries.

Two-mile open, lap—Final heat—Fred Schudt (61 points), first; Edward Delling (57 points), second; D. Hitchcock (25 points), third. Time, 4:40 $\frac{3}{4}$ .

One-mile handicap—Final heat—Philip Backert (100 yards), first; J. B. Devine, (105 yards), second; C. J. Smith (65 yards), third. Time, 2:12 $\frac{3}{4}$ .



## WALKING DELEGATE GETS JOB

### Obtains Management of Salt Lake Track— Succession of Unusual Situations.

While last week's racing affairs in Salt Lake City were in a very much muddled state, this week the dove of peace is cooing most entrancingly, harmony prevails over all and there will not be two tracks after all. John Chapman, who had himself elected walking delegate of the Western Racing Cyclists' Union, has ousted F. E. Schefski from the management of the Salt Lake saucer, secured the plum for his own consumption; Harry Heagren has "quit" the cycling game forever and everybody in the Mormon City is happy, with the exception of Schefski, who has had to content himself with the minor position of press agent and assistant to his former enemy, Walking Delegate Chapman. Truly, there are strange doings in the land where Joseph Smith holds forth.

In the first place, John Chapman and Hardy Downing each wanted to be manager of the Salt Palace saucer for 1906, but Nelson and Halverson, the lessees, gave the job to Schefski, who resigned his position as National Cycling Association representative. Immediately there was a howl, both from the riders and newspapers, who did not like Schefski, for reasons which are not given. Then Downing and Chapman went about and organized the Western Racing Cyclists' Union, insisted upon Harry Heagren building a new track and induced all the riders in the union to sign a three-year contract with him. Several business men in Salt Lake pledged sufficient money to erect a new track and a site was looked for. Then the "union" held five aces, with another up its sleeve ready to show, if necessary. But it was not.

Nelson and Halverson realized full well that there would be a scarcity of racing on the track they controlled were matters allowed to go along in this fashion. Diplomacy was their master stroke for ultimate tranquility. They induced Schefski to resign and the Most High Walking Delegate John Chapman, like little Tommy Tucker in the story book, put in his finger and pulled out the plum he had been hankering for all along—the managership.

Indications are that Harry Heagren got the worst end of the deal. At this juncture of the deal he held the upper hand and might have continued at the top had it not been for his magnanimity. He held the signed contract of nine riders including Walking Delegate Chapman's, to ride with him for three years in the event of Heagren's building a new track. Right here is where the climax occurred, and Walking Delegate Chapman must have shaken hands with himself over and over again. Heagren said he would relinquish his cherished idea and let the "union" have its way. Thereupon the "union," through its secretary, H.

K. Downing, immediately passed this resolution:

"Resolved, That we, the bicycle riders of Salt Lake, express our thanks to Harry W. Heagren for what he has done in the interest of cycling in this city in the past, and what he has done in the past month to help bring about conditions which we think were for the best interest of the sport.

"In withdrawing from the local field at a financial sacrifice to himself, although in our opinion he has not been given a square deal, he has proved that we did not make a mistake when we placed our confidence in him by agreeing to ride for him, as his action will stop all controversy in Salt Lake cycling circles.

"Now that Mr. Heagren has withdrawn, we one and all agree to get in and boost for Johnnie Chapman, who is satisfactory to riders and lessees, and do all in our power to help make it one of the most successful seasons at the saucer track."

### Walthour in a Paris Race Riot.

Robert J. Walthour, of Atlanta, Ga., the world's champion pace follower, with his pacemaker, Gus Lawson, is now in Paris, and made his first appearance in a 12-hour team race with the Velodrome d'Hiver, on Monday, 19th ult. Although full reports are not yet at hand, it is known that the race had a very unsatisfactory ending, resulting in a small riot. The crowd, angered at the loafing tactics indulged in by the riders, swarmed on the track, tore up the barricades, threw papers, books and sticks at the cyclists and scattered glass on the track.

On the previous Sunday, the 11th, the first important sprint race of the season, the grand prix Municipal, was decided. It resulted in a victory for Otto Meyer, of Germany, with Th. Ellegaard, of Denmark, second, and C. Vanden Born, of Belgium, third. Time, 1:45½. On January 28th, in a 50 kilometer paced race, Cornet finished eight laps in front of Ingold, covering the distance in 1 hour 33 seconds. In the hour Cornet covered 49 kilos. 540 metres (30.76 miles), which was announced as the world's record.

### Chicago Bids for F. A. M. Meet.

Chicago, that is to say, the Chicago Motorcycle Club, has made formal application for the national meet of the Federation of American Motorcyclists and promises a good time to all if the meet comes its way. The application states that it is assumed that the annual endurance contest will be run in connection with the meet, as usual, and suggests New York to Chicago as the route.

Rochester, N. Y., has also sent word that it desires the meet and that its formal bid for it is now being put into shape. The selection will be made by mail vote of the F. A. M. executive committee, composed of the president, secretary, treasurer and four vice-presidents.

## IVER LAWSON HURRIES HOME

### Unexpectedly Quits Australia and a Choice Crop of Speculation then Arises.

Iver Lawson, of Buffalo, Salt Lake City and elsewhere, is back in the United States, after a brief sojourn in Australia, so brief, in fact, that his reappearance here so far in advance of the racing season will give rise to various conjectures as to why the former champion suddenly departed from the land of the kangaroo, especially when he was supposed to be making good there.

In a letter received last week Lawson states that he is "through with racing in Australia" and "will soon be back among the old folks once again." The letter was dated from Melbourne, Australia, January 20th, and said: "I will leave by the Ventura, which is due to arrive in 'Frisco on February 26th. 'Mac' is going to stop over here for the season. I am going away from here with the fine record of fourteen firsts and one second in races I have taken part in."

Whether Lawson and McFarland have had a falling out, is a mere matter of speculation, but it thought Lawson's reason for leaving Australia is due to an entirely different cause. At the beginning of the season the sports promoters in the Antipodes came to a tacit understanding relative to paying appearance money to visiting cracks and agreed that hereafter no fabulous bonuses would be paid to riders. It is reasonably certain that this is why Lawson hied himself back to the land of his birth.

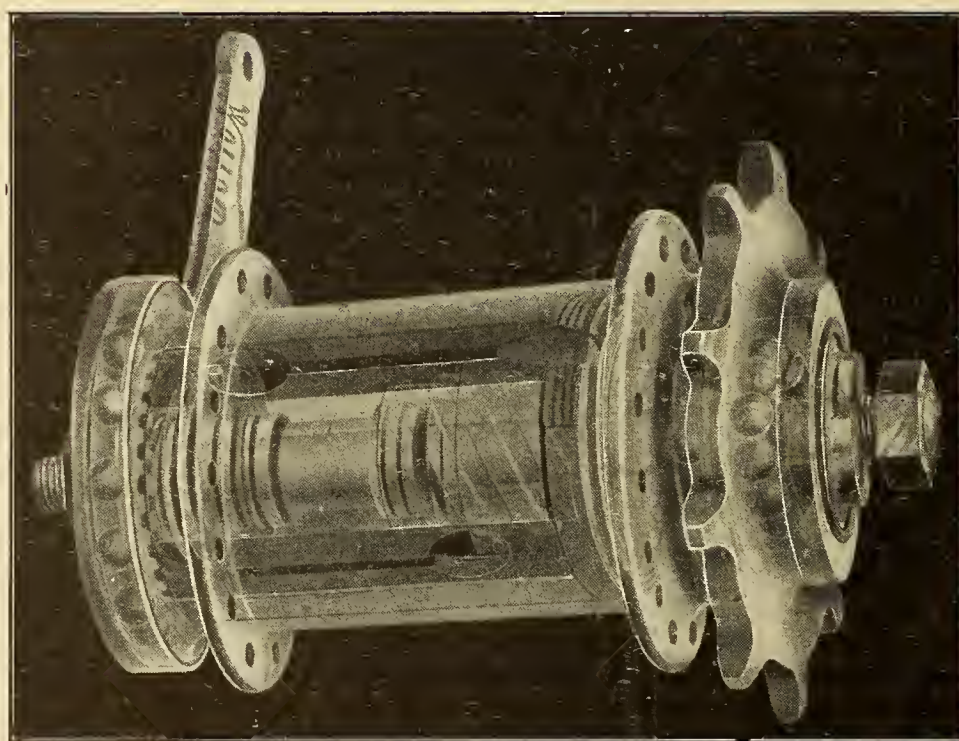
Another interesting phase of the racing situation also presents itself. If the championships are this year to be held in the East, of which there seems to be some doubt, there will be an interesting struggle for the supremacy. Lawson covets the title and it will be remembered that last summer he gave Frank Kramer a battle royal for the honor. If there is to be racing in the East, Kramer says that he will return from Europe in time for the circuit, but that if the scene of action is to be removed to the West, he will probably remain in Europe. Two other riders are going after the crown—Tom Butler, a former champion, and Joe Fogler, winner of the six-day race. There is no reason why 1906 cannot be made a banner year of racing and for the sake of the sport it is to be hoped that the tracks in this vicinity will not be allowed to die an unnatural death.

### Where Railroads are Liberal.

Through the efforts of the Touring Club de Belge, motorcycles are now taken aboard railway trains in Belgium without having the gasoline tanks empty. Heretofore the motorcyclist was compelled to draw off the fuel before the machine would be taken into the baggage car.



# When They Speak Of It As “The Good Old” MORROW



that term conveys a volume of real meaning.  
It is but another way of stating that the  
Morrow—the pioneer coaster brake—  
has been long tried and been  
found thoroughly true.

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ECLIPSE MACHINE CO., - Elmira, N. Y.



COMMITTEES AND CENTURIONS

Century Road Club Completes its Staff of State and National Workers.

Although the election of officers to serve the Century Road Club of America for 1906, took place long ago and was duly recorded in the *Bicycling World*, the make-up of the several national committees—the men who are looked upon to “do things” in their respective departments and make this a banner year for cycling—has just been announced. That the officers made wise selections is evidenced by the appointments:

Road records committee—Chairman, Noble O. Tarbell, 909 Wisconsin street, Lake Geneva, Wis.; Henry H. Wheeler, P. O. Box 564, Pomona, Cal.; Robert S. Campbell, 4505 Third avenue, Brooklyn, N. Y.

Legislation committee—Chairman, John M. Miller, 157 Michigan avenue, Chicago, Ill.; H. M. Gordon, 509 Tremont street, Boston, Mass.; Charles S. Schnepf, 177 East 117th street, New York City.

Membership committee—Chairman, Gilbert C. Badeau, Rockville Centre, N. Y.; P. J. Sheary, 605 Henderson street, Jersey City, N. J.; Andrew Clausen, 170 La Salle avenue, Chicago, Ill.

Auditing committee—Chairman, William B. Handy, 585 Tremont street, Boston, Mass.; Oscar Lenz, care L. and E. Stirn, 489 Broome street, New York City; Thomas Lusty, 73 Liberty street, Newark, N. J.

Traveling centurions—Emil Leuly, Angeline street, West Hoboken, N. J.; Thomas W. Davis, 305 South Orange street, Peoria, Ill.; Alfred H. Seeley, 25 East 39th street, New York City.

The State officials selected are as follows:

Centurions.

California—William J. Hampshire, 261 West Santa Clara street, San Jose.

Colorado—William H. Kueck, P. O. Box 463, Colorado Springs.

District of Columbia—Robert C. Williams, 1167 D street, N. W., Washington.

Georgia—R. L. Cooney, P. O. Box 237, Atlanta.

Illinois—J. A. Peterson, 941 Melrose street, Chicago.

Indiana—Albert Black, Albion.

Iowa—J. F. Dings, 402 West Second street, Ottumwa.

Kentucky—Grant Green, Jr., 932 West Main street, Louisville.

Maryland—Thomas W. Baker, 1025 North Hopkins avenue, Baltimore.

Massachusetts—Fred'k Perreault, 95 Bryant street, Wladeu.

Minnesota—Thomas L. Bird, 67 West Seventh street, St. Paul.

New Jersey—Fred W. Peterson, 76 Montclair avenue, Newark.

New York—Fred J. Wiemann, 177 Franklin street, New York City.

Ohio—Dr. C. D. Peck, 213 Columbus avenue, Sandusky.

Pennsylvania—John M. Nobre, 1713 Snyder avenue, Philadelphia.

Wisconsin—George H. Hoeg, Lake Geneva.

Cuba—Spencer W. Stewart, care Havana Central Railway Co., Havana.

Mexico—William R. Marshall, care Nacional de Mexico, Apartado 322, Mexico.

Philippine Islands—Lieut. Louis J. Van Schaick, Camp Daraga, Albay.

Secretary-Treasurers.

Illinois—Arnold J. Rennen, 504 East Webster avenue, Chicago.

Massachusetts—William J. Shea, 26 Grant street, Dorchester.

New Jersey—Chester Graham, 41 West 50th street, Bayonne.

New York—Ernest G. Grupe, 134 Henry street, Brooklyn.

Illegal Collections from Motorcyclists.

Although motorcycles are specifically exempted from the New York automobile law, not all new riders nor all those connected with the Secretary of State's office at Albany, are aware of the fact. As a result, not a few motorcyclists have, without inquiry, paid the \$2 registration fee while as many more who have written to Albany for information on this point have received in return printed circulars giving extracts from the law and which make it appear that motorcycles are subject to its provisions, the clause exempting motorcycles not being included in the circular.

Three recent instances of the sort led President Betts, of the F. A. M., to “quote the law” on Secretary of State O'Brien and to request that the necessary instructions be issued to his subordinates. This, Mr. O'Brien states, has been done. As to the refundment of the fees illegally collected from motorcyclists, about which Mr. Betts also inquired, Secretary O'Brien says:

“Before licenses are issued applications are filled out giving the make of machine, horsepower, style, etc., and unless the application stated that the machine sought to be registered was a motorcycle, I do not see how we can refund the money.”

Change in Championship Arrangement.

It was announced at the last meeting of the National Cyclists' Union, Great Britain's controlling body, that hereafter the amateur and professional champions would not be compelled to ride off the final match which has hitherto formed the concluding feature of the world's championships. It is generally believed that this will prove a wise move, and answer many questions that have hitherto arisen about the amateur question. It will be remembered that last year's championship meet at Nevers, J. S. Benyon, who won the world's amateur title, was suspended for one month because he refused to ride against Gabriel Poulain, who annexed the professional honor. Subsequently Benyon was made a “money chaser” because he acknowledged his expenses were paid during his amateur days.

FOR MILEAGE AND TOURING

F. A. M. Offers Medals for Motorcycle Performance—How they will be Awarded.

Medals for mileage and the encouragement of touring are this year to be offered by the Federation of American Motorcyclists. There will be three medals, gold, silver and bronze, offered in each department, the competition opening April 1st and closing November 30th, in order that riders residing in “all-the-year ‘round climates” may not have an advantage over their less favored brethren. Mileage reports are to be rendered monthly to M. E. Toepel, chairman of the F. A. M. Roads and Tours committee, 930 Columbus avenue, New York, and a final and sworn statement submitted at the close of the year.

The medals for the encouragement of touring will be awarded the motorcyclists visiting the greatest number of counties in the United States between the same dates. Verification in the form of attested post cards bearing the post-mark of a town in each county visited must be mailed to Chairman Toepel.

As chairman of the Roads and Tours committee, Mr. Toepel succeeds Carroll LeRoy Mosher, who has been transferred to the chairmanship of the Transportation and Facilities committee and who has undertaken the establishment of a system of official repair shops, etc.

Three Races on Florida Beach.

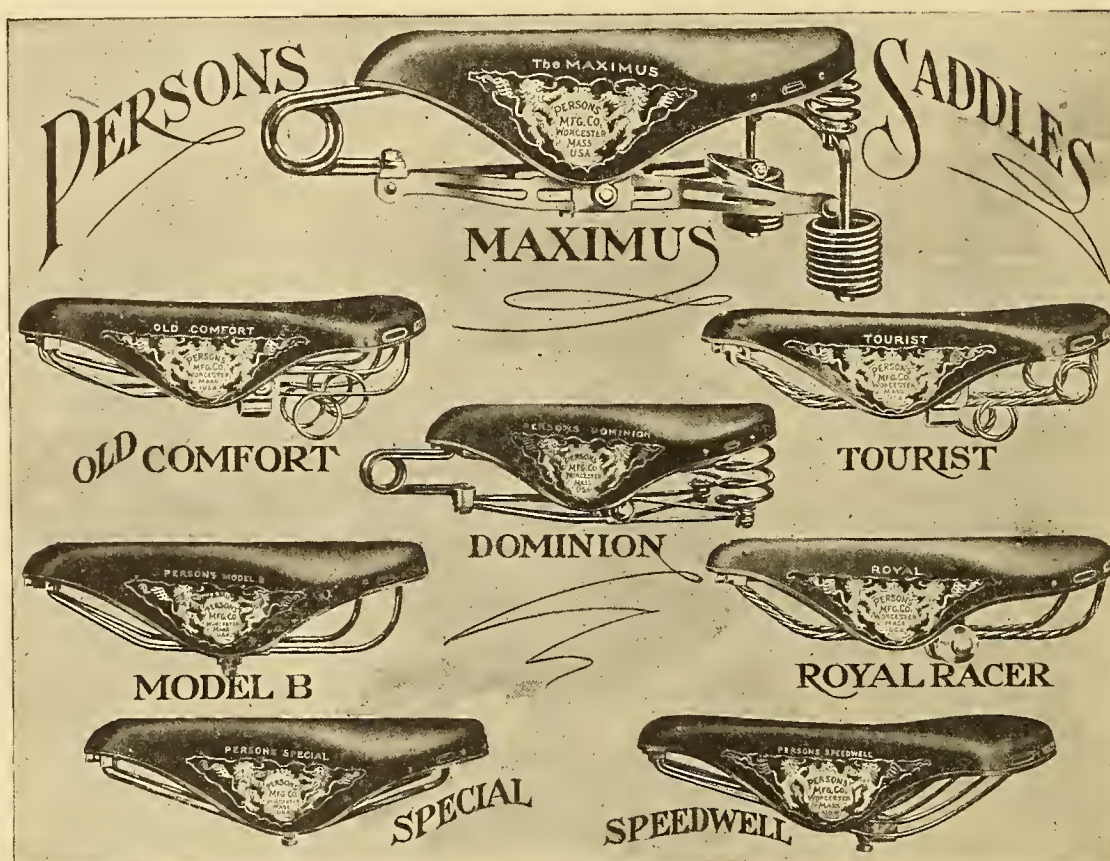
Three bicycle races formed a part of the program of the beach tournament at St. Augustine, Florida, which ended on Thursday of last week, 22d inst. The races were run on the last day. Harvey Hartley won the five-mile open, with Willard Colee second, and Clarence Hill third. J. H. Beaumont was disqualified for cutting the course. Beaumont, however, ran away with the one-mile handicap in surprising fashion. Roy Colee crossed the tape first in the boy's race, at one mile, the other lads finishing in the following order: Tyre Davis, Nestor Genovar, George Downs, Ernest Kuhn, Clarence Hill, R. Hill, Riland Blalock and Ormond Hill. The times of the events are not given.

Detroit Making Hay While Snow Falls.

Although the ground in Michigan still is frozen, the Detroit Wheelmen already are making plans for their classic annual 25-mile road race on Belle Isle, May 30. This year it is proposed to keep the entry list open much longer and to make special efforts to attract crack amateurs from New York, Cleveland, Toledo, Chicago, Milwaukee, Grand Rapids and other cities. President Schneider of the Detroit Wheelmen, has appointed Oscar Wanderer, Edward Flynn and Henry Lisch a committee to arrange details.



Let quality be thy mark;  
 Being it, forget not thy quality,  
 For beauty true is deeper than the skin.  
 Costly thy habit as thy purse can buy,  
 But not express'd in fancy; rich, not gaudy;  
 For the apparel oft proclaims the man  
 As the fitment foretells the inner wheel.  
 —SAGE OF THE WHIPPOORWILL HILLS.



Many Makers Use Persons Saddles Because

**THEY ARE THE BEST.**

We had the Persons Mill make for us, Regardless of Expense, a special Model,

**THE “MAXIMUS”** which is  
**“Better Than THE Best.”**

Its sale is controlled by us exclusively and no cycle other than the Racycle can use it as equipment. Seven other Persons Models are supplied by us, making altogether the most elaborate and expensive saddle equipment of any factory in the world.

For details see our latest catalogue. For a **sensation** straddle a **MAXIMUS**.

**THE MIAMI CYCLE & MFG. CO., Middletown, O., U. S. A.**



## WHERE THE POWER GOES

## Factors that Enter into Motorcycle Propulsion and how they affect Speed.

That there are numerous factors which enter into the problem of motor bicycle propulsion and which are of necessity involved more or less at all times, and in varying degrees, is perfectly well known. Thus, there is a certain amount of power consumed in actuating the working parts of the motor which is unavoidable and practically constant at all times, there is a certain amount of loss of power due to the friction of the joints of the driving chains and between the links and the sprockets, and in the bearings as well, there is a very variable and frequently indeterminate loss due to the resistance offered by the road to the tires, there is an all important factor, accounted for by the grade of the road, and there is a most significant element owing to the wind pressure, due partly to the motion of the machine, and partly to the pressure of the natural wind.

To investigate the nature and effects of all of these factors thoroughly involves a deal of deep theory and mathematics besides involving more or less scientific guessing, commonly grouped under the polite head of assumptions. It is possible, however, to get at the relative values of these quantities to show how they vary without going very deeply into the intimate consideration of the conditions involved, and to show roughly how the power of the motor is absorbed, what proportion of the effort goes for effective work in propelling the machine, and what proportion of it is absorbed in overcoming resistances which are as potent as they are unavoidable.

The loss of power within the motor itself is a quantity which has been discussed frequently in these columns, and which besides being fairly well understood, has no real place in this discussion since the so-called horsepower as usually referred to takes its value into account, and denotes the net or effective power which is delivered at the driving pulley. Hence, any further reference to horsepower, may be taken as indicating the brake horsepower, or value commonly given in rating the machine.

The loss of power due to the friction of the links of the chains working together and against the teeth of the sprockets, depends largely on the condition of the parts, and also on the relative size of the sprockets, which determines the amount of bending which must take place in each set of links in one complete period of travel from one sprocket over to the other and back to the starting point. It has been determined variously according to conditions, and commonly works out somewhere between  $\frac{1}{2}$  and  $2\frac{1}{2}$  per cent. If there are two chains used in transmitting the power from the motor to the driving wheel, of course, this loss is increased proportion-

ately, the net result being equal to the product of the two. Also there is a certain very slight amount of loss due to the friction in the wheel bearings. This seldom amounts to more than .2 to .5 per cent., and is fairly constant.

The factor dependent on the road resistance to the passage of the tires is extremely variable, and depends not simply on the condition of the track surface, and the amount of moisture which it contains, but also on the size of the tires and the degree of their inflation, as was ably proved at the time of the introduction of the pneumatic type. Also, this loss is dependent

pitch, but the determining of the pitch is by no means an easy matter as it is seldom more constant than the level, varying in the same way, and so the actual power absorbed on the road can only be approximated in theory, and studied in the ideal way.

Considering the matter of gradient more in detail, it is evident that the power required in hill climbing is nothing more nor less than the power that would be required to propel the machine over the same distance on a perfectly level track of the same consistency, and then to lift it vertically a distance equal to the total elevation of the grade. For as far as the internal resistances

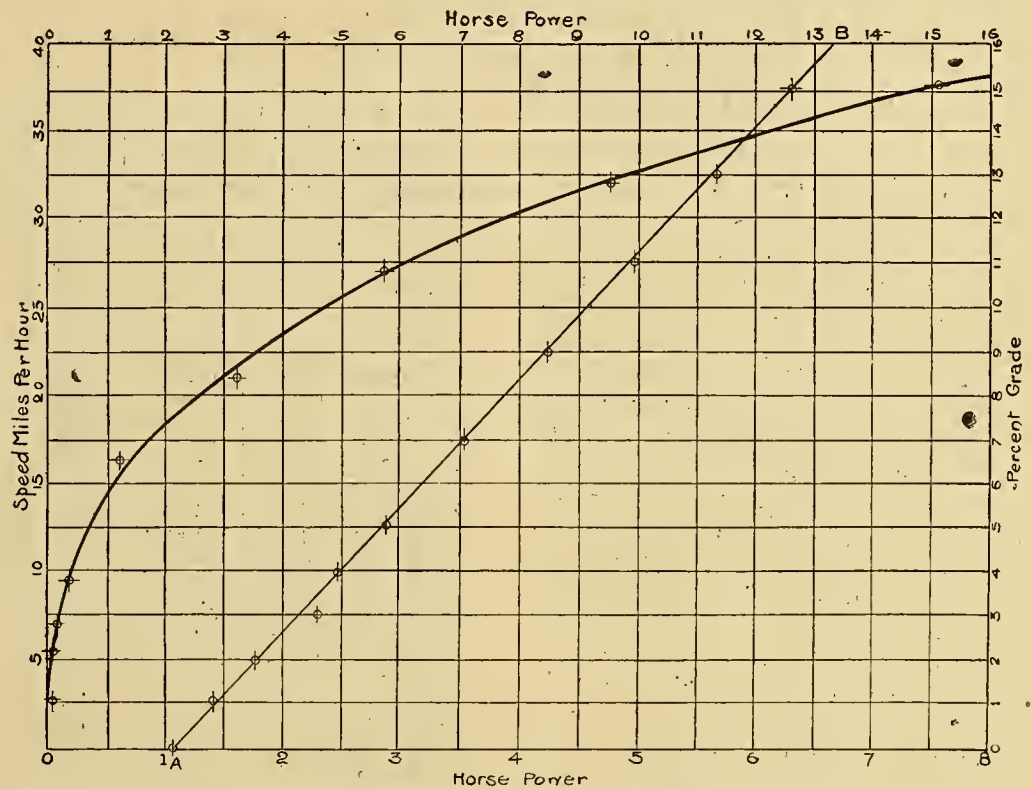


DIAGRAM SHOWING RELATION OF POWER TO SPEED.

on the weight carried on each wheel, as this determines the distance which the tires will sink into the ground and by the same token, the amount of increase which the road resistance will undergo on this account. Obviously, the variation of this factor has a great deal to do with the variation in speed of the machine at different times, and indeed, so great is its range and so dependent is it on the many local conditions, that to formulate any rule covering it even for one class of road is extremely difficult, especially when it is considered that it is governed in its apparent magnitude largely by another factor, namely that of the gradient.

For although it might be comparatively easy to deduce rules from which the resistance of the road under any given set of conditions might be determined, it is perfectly apparent that the actual power used on the road would be largely affected by the fact that at no point is any road absolutely level for more than a few feet, and that hence, the results obtained in theory would be affected by a very considerable amount. As a matter of fact, it is comparatively easy to determine the amount of power required to propel a machine up a grade of known

of the machine are concerned, and as far as the resistance of the road alone is concerned, it makes no difference whether the road is level or inclined, so that the only additional factor to be considered is, obviously that which is due to the power required to lift the machine through a height equal to that of the grade.

The importance of the factor of wind resistance has been dwelt upon in these columns so recently that it is not now necessary to go into it more in detail, the simple statement that it varies directly with the square of the speed being sufficient to emphasize the fact that at high rates of speed, it becomes of the greatest importance, relatively speaking.

A convenient and simple manner of getting at the amount of power necessary to propel a motor bicycle under standard conditions on a level road, may be based on the amount of force necessary to drag it, supposing for the moment that it is being towed by another machine and that a spring balance is interposed between the two machines. The amount of pull recorded on the spring balance would, under such circumstances, be equivalent to what is known in railroad parlance as the draw bar pull.



This has recently been studied with a considerable degree of care in connection with a series of experiments on motor cars, and the results reduced to pounds per ton of weight. For the motor bicycle, the results would not be materially different from these, and hence, it is possible to apply these values in this case with a fair degree of accuracy, all things considered. It is to be understood that the factor obtained in this way includes not simply the resistance of the road, but also the resistance due to the friction of the wheel bearings.

Working on this basis then, and taking the case of a machine weighing 110 pounds and carrying a rider whose weight is 150 pounds, the total weight on the tires will be 260 pounds, or .13 tons. Then the force required to propel the machine at the rate of say 1,500 feet per minute on a level macadam road, is equal to the sum of the draw bar pull, which at this rate may be taken as something like 38.7 pounds per ton, or  $38.7 \times .13 = 5.03$  pounds, and the wind resistance when the machine is running through still air, which amounts to something like 10.78 pounds, according to the table given on page 290, Vol. LII, and hence the amount of force necessary to pull the machine at this rate is equivalent to 15.81 pounds. This pull is supposed to be exerted through a distance of 1,500 feet per minute, and hence the power required is equal to the product of these two, or 23,715 foot pounds, which divided by 33,000, the number of foot pounds which is equivalent to one horsepower, gives the horsepower required at the rear wheel, or .575. Then, taking the loss in the two chains which are to be supposed to transmit the power from the engine to the rear wheel, to be 5 per cent., then the power required at the motor would be 1.05 times that amount, or  $.575 \times 1.05 = .615$  horsepower.

In this way, it is possible to calculate the theoretical requirement of power for various speeds, the process being the same in each case. This has been done in table 1, in which the values of the draw bar pull, or drag, and wind resistance, are given both in pull per ton and pressure per square foot, respectively, and in their final values as applied to the machine in question. The

pull is obtained by adding together the total drag and the pull necessary to overcome the wind resistance; and the horsepower is obtained by dividing the product of this sum and the speed in feet per minute by 33,000. The final horsepower is, of course, the product of this quantity and 1.05.

By this it will be seen that the power increases at a varying rate as the speed increases, the power required to propel the machine at 1,500 feet per minute, or a little over seventeen miles an hour, being much more than three times that required to propel it at the rate of 500 feet per minute,

TABLE 1.

Speed ft. per m.	Speed m. per h.	Drag lbs. ton	Drag Total	Wind per sq. ft.	Wind Total	Pull pounds	Horse Power at Wheel	Horse Power at Motor
250	2.84	32.0	4.16	0.398	2.98	7.14	0.05	0.06
500	5.68	29.5	3.83	0.159	1.19	5.03	0.08	0.08
650	7.38	30.0	3.84	0.296	2.22	6.07	0.12	0.13
900	10.22	29.0	3.75	0.517	3.88	7.45	0.20	0.21
1500	17.40	38.7	5.03	1.437	10.78	15.81	0.58	0.62
2000	22.72	45.5	5.91	2.555	19.16	25.08	1.52	1.59
2500	28.40	54.0	7.02	3.992	29.93	36.95	2.79	2.84
3000	34.90	61.0	7.93	5.750	43.12	51.05	1.64	1.79
3500	39.77	67.0	8.71	7.825	58.80	67.50	2.16	2.24

TABLE 2.

Grade %	1 foot rise in	rise in 900 ft	ft. lbs. work per m.	Horse Power of grade	Total Horse Power
0	infinite	0.0	0.	0.000	0.214
1	100.0	9.0	2340.	0.071	0.285
2	50.0	18.0	4580.	0.139	0.353
3	33.3	27.0	7025.	0.213	0.427
4	25.0	36.0	9360.	0.283	0.497
5	20.0	45.0	11700.	0.356	0.570
7	14.3	62.9	16345.	0.495	0.709
9	11.1	80.9	20934.	0.634	0.848
11	9.1	98.9	25714.	0.779	0.993
13	7.7	116.8	30368.	0.919	1.133
15	6.6	134.3	34918.	1.058	1.272

or approximately five miles. This rate of increase is better shown in the accompanying diagram which is plotted from the table and in which the left hand scale represents the speed, while that at the bottom represents the power which would be required at the motor. From this it will be apparent that while the average machine has more than ample power for driving it on level roads of uniform consistancy, so long as a moderate speed is maintained, when the speed is increased, this soon becomes inadequate for the purpose. Moreover, it is to be remembered that these values take no account of the power required in hill climb-

ing, but are calculated on the basis of a perfectly level road.

For the purpose of showing the amount of power required in hill climbing, a second table has been calculated, in which the powers necessary to drive the same machine up grades of different pitch at a rate of 900 feet per minute, has been obtained. From the first table it will be seen that on the level, this would require only a fraction over .2 horsepower, but on a two per cent. grade, for instance, the rise of which is equivalent to a vertical lift of 1 foot in every 50 feet of road, it is evident that the machine will have to do the work of lifting itself 18 feet for every 900 feet covered, or  $18 \times 260 = 4,580$  foot pounds of additional work per minute. This is equivalent to .139 horsepower when divided by 33,000, which added to the power required on the level brings the total power up to .353, or almost double the amount required on the level.

In the table, the horsepower of the grade, or power required for lifting the weight of the machine and its rider, has been calculated for grades from 1 to 15 per cent., and these added to the power required to drive the machine on the level to give the total horsepower. The rate of increase of the power required is also well illustrated in the diagram in the curve A-B, which is plotted to a larger scale than the power-speed curve for the sake of clearness. In this case, the values of the horsepower are measured on the upper scale which is graduated in tenths of a horsepower, while the per cent. grade is given on the scale at the right.

From an inspection of these curves, it will at once be apparent why it is so difficult to increase the speed of the machine beyond a certain point, and why the power seems to die out so suddenly when a grade is encountered. Of course, it is "as plain as the nose on your face" that it takes more power to run fast than slow, and that it takes more power to climb a hill than it does to run on the level, but that it takes more than double the power to double the speed, and that the power required to negotiate a grade increases with the pitch, are things that require study before they can be understood even in principle.



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## ROAD MAPS AND MAP READING

## Delights of Tracing a Route and Some Suggestions to Intending Tourists.

"About the time when the flowers that bloom in the spring are making our gardens and hedgerows gay with color there blossoms forth among the leaves of the cycling papers that hardy perennial, the route querist," says Jock, in the Scottish Cyclist. "For filling an empty column with sound information of the kind that can be cut out and stuck in a cuttings book, I know nothing better than voluminous replies to route queries. Sometimes when there appears a description of the road from the back of beyond to some spot on the other side of the kingdom, or when there is given a complete itinerary of the road, say, between London and Brighton, the skeptical outsider may be excused if he feels a wee doubt arise in his mind as to the actual existence of the querist. Still, that is not a matter which need disturb the equanimity of the reader.

"It does not follow that, because no one happens to have asked, no one will want to know, and it is the duty of an editor to anticipate the needs of his readers. Moreover, it must not be imagined that I consider the route querist altogether imaginary. Far from it, for I have had to cater for him myself pretty considerably in the past, and, I suppose, shall do so on divers occasions to come. Nevertheless he is to me a most inexplicable being, for why a man should trouble himself to write for and worry a stranger to trace out for him information which could be obtained quite as easily, and certainly with much less delay, by consulting a map or road book, or both, is somewhat of a puzzle to me. It is no use to argue that the man may not possess a map, at least, he ought to. I can hardly imagine any intending tourist being so 'stone' as not to be able to spare a few shillings on such an absolutely necessary portion of his equipment as a map; and breathes there a man with soul so dead who cannot find pleasure and relaxation in conning a map and enjoying the anticipatory delights of tracing on paper the line of route which he hopes to travel in actuality later on? I am afraid that laziness must be at the bottom of it, or perhaps he thinks that the much informed man on the paper will tell him how to avoid the hills, how to escape bad roads, and generally perform some miracles for his benefit. But the man on the paper is usually a practical sort of person, who may or may not know from personal experience the road in question, and who will invariably satisfy the querist's needs by doing just what the querist himself should have done—consult a map or road book. Of course, there are people about to whom a map is always more or less an enigma. If they attempt to trace

the road from Birmingham to Holyhead they find themselves at Carlisle, or some other place no less distant from the spot they wish to reach.

"Once I made a most gallant attempt to initiate a lady cyclist into the mysteries of map-reading. I must have spent hours altogether—don't wink your eye, my friend, this is a purely platonic friendship—in explaining how to go from one place to another by the aid of this guide alone; also how to judge the contour of the country by the little figures which denote the height above sea level, how to estimate distances, and so on. It proved all wasted effort, for she some time later declared she couldn't be bothered studying maps until they in-



NEW YORK BRANCH 214-216 WEST 47TH ST.

vented a kind in which 'all those twiddly little lines don't run into one another so.' After that I came to the conclusion that the feminine skull is deficient in that particular bump wherein appreciation of the art of cartography may be supposed to lie, and nowadays I recommend a road book instead of a map to any of the fair sex who may seek my advice in the matter. Though somewhat of a veteran in all that pertains to cycling, I have lost none of my early delight in a good road map. My library includes a varied assortment, some productions of every map publisher of note being included in the collection. Some of them, in their shabby exteriors, their frayed edges, and by the grimy marks on their faces, bear testimony to long usage at home and afield. Many are out of date—have been supplanted by newer charts—but to me they are old friends, their 'twiddly lines,' as my lady friend described the roads, are so familiar in their style that in many instances I prefer their cycling inefficiency to the more perfected articles which map publishers have issued since. The newer

maps, however, are undoubtedly superior to these old friends of mine, and to anyone starting to get together a library of maps I strongly recommend the purchase of the very latest and best. Continual use of a particular kind of map will enable the tourist to grow accustomed to its peculiarities, to look past its imperfections, and to ignore the mass of unnecessary detail with which the cartographer of old was wont to crowd his work. This is, of course, my own case with the more ancient specimens in my collection, but my enthusiasm in that direction ends with those already on my shelves and when I have occasion to add to my store I seek the best obtainable.

"In commencing the collection of cycling map library a little system is advisable. Two kinds of maps will be found essential, and all the maps in each kind should conform as nearly as possible in scale. These maps are usually drawn to a scale of ten or twelve miles to each inch for the United Kingdom, those for Continental countries varying from the scale of 1,500,000, or, roughly, eight miles to an inch up to somewhere about twenty-five miles to an inch. These maps I only use for home reference, carrying with me on tour only the other kind referred to, which cover a more limited area on a considerably larger scale. For these district maps the best scale is generally admitted to be two miles to the inch for the home countries, and as near thereto as can be got for other parts of the world.

"In selecting maps for use in the home lands, the tourist has no lack of capable publishers to cater for his requirements. I would recommend to those about to form a map collection to proceed as follows: First secure a map—one sheet—of your own country, scale ten to twelve miles; to this add a series of sectional maps—two to four miles—as occasion requires, and also a one-inch sheet or two of your own district. Then, as your wanderings take you farther afield to other lands, add to your collection in accordance with your needs, but always adhering as nearly as possible to the same scale. Wait till you are about to visit a district before you buy a map of it, when you can secure the latest and best; and, as time goes on, you will thus acquire not only a valuable reference library, but it will at the same time be very largely a record of the country you have visited afield."

## Clover Picking in Lynn.

The annual meeting and election of officers of the Clover Cycling Club, of Lynn, Mass., was held on Friday of last week and resulted as follows: President, George H. Paris; vice-president, E. S. Hazlett; recording secretary, F. L. MacLean; financial secretary, E. N. Blethen; treasurer, B. R. Falls; directors—Members Brown, Murphy, Calahan, Allen and Badger. After the routine of business the wheelmen indulged in merrymaking and later sat to a banquet prepared by members of the club.



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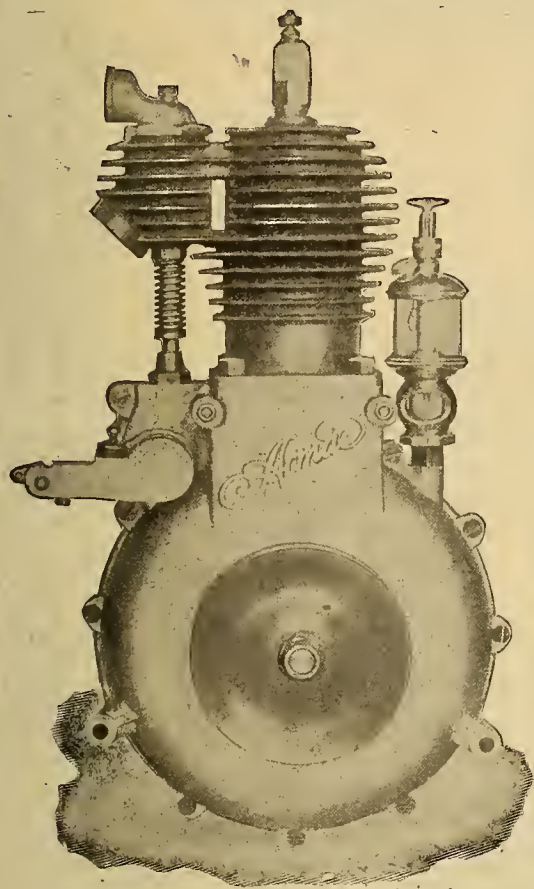
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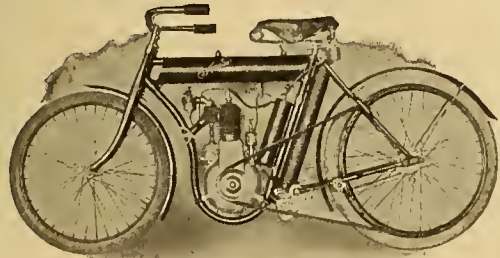
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## Biggest of Home Trainer Tournaments.

That the home trainer races of the Century Road Club of America are assuming greater proportions than it was at first supposed they would, is evidenced by the preparations being made by the local clubs that will be represented. The races are scheduled to take place on Thursday night next, the 8th inst., at Schwaben Hall, Myrtle and Knickerbacker avenues, Brooklyn, the roller races preceeding the annual ball of the C. R. C. of A. In reality the meet will decide the home trainer championship of New York and New Jersey, as for several weeks past the various local clubs have been holding tryouts to pick the best man to ride for his organization.

The race to decide the championship of New York and New Jersey, will be at one mile, from flying start. One man from each club will be allowed to start. There will also be an individual championship—one-mile, from flying start. One man from each club championship. This latter will be from a flying start.

There will be no end of prizes, headed by a Columbia racing wheel and two silver loving cups—the "America" trophy and the "Bicycling World" trophy. Among the other prizes are gold watches, clocks, Palmer, Hartford and Stonewall tires, Persons saddle and others.

Although all the entries for the interborough championship event are not in yet, sufficient nominations have been made to insure plenty of keen racing. Charles A. Sherwood, of the New York A. C., middle-distance amateur champion of America, will represent his organization, and either Oscar Goerke or Louis J. Weintz will ride for the National A. C., while Thomas Shortell is up for the Parkway A. C. The New Jersey division of the Americas will be ably represented by Charles Hansen and the veteran road-puzzle, Charles Mock, will take care of the New York division. Frank Eifler, whose sprinting qualities are well land division of the Association, and J. H. Bennett, of old Kings County Wheelmen fame, will wear the sweater of the Park Circle club, which he was instrumental in organizing. Victor Lind, the hard-working and energetic chairman of the Americas' race committee, will ride for the Nixon A. C. Jerome Steinert, Hicksville A. C.; Dan Brandt, Central Y. M. C. A.; Fred Wanner, 23d Regiment A. A.; Otto Brandes, Edgecombe Wheelmen; Marcel Dupuis, Roy Wheelmen, and Urbain McDonald, Tiger Wheelmen, are among the other riders who are assured.

Many of the cycling clubs of Manhattan, Brooklyn and Jersey City will attend in a body, so there ought to be the largest mid-winter gathering of cyclists that has taken place in several years.

"Motorcycles: How to Manage Them." Price, 50c. The Bicycling World Co., 154 Nassau Street, New York.

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It will prove of interest to the ladies as well as the men and will do much to arouse motorcycle interest in many who may never have thought of motorcycles.

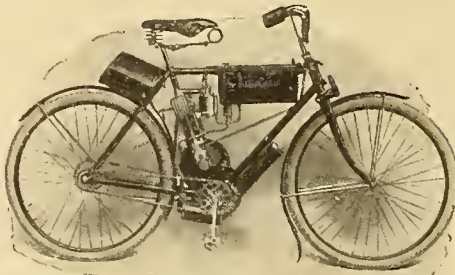
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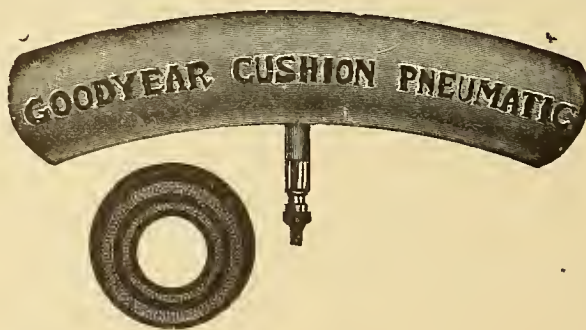
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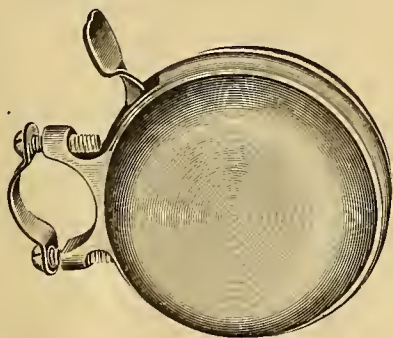
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**WANTED**—First-class motorcycle and bicycle repairer and salesman of strict integrity and business ability, to take full charge of motorcycle store. Up-state man preferred. References required. Apply by letter. **W. F. MANN**, Yonkers, N. Y.

**FOR SALE**—Warwick motorcycle, first class order, \$75.00 cash. Box 158, Winchendon, Mass.

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most will tell you that  
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are the most satisfying  
chains ever applied to  
Bicycles or Motorcycles  
**DUCKWORTH  
CHAIN & MFG. COMPANY**  
Springfield, Mass.

### The Week's Patents.

812,753. Carbureter for Hydrocarbon Engines. Wesley Kouns, Salina, Kans., assignor of one-half to Frederick H. Quincy, Salina, Kans. Filed Oct. 20, 1904. Serial No. 299,263.

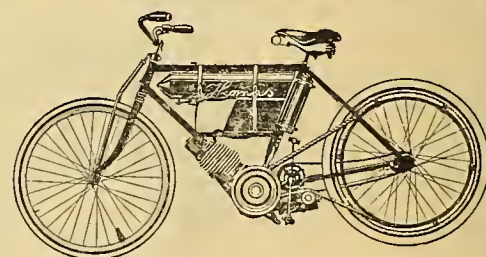
Claim.—In an autoregulated carbureter, the combination with the cylinder of an engine, and a supply-pipe, provided with a globe-valve, automatic check-valves and auxiliary air-pipe, having an automatic air-inlet valve and globe-valve, of a gasoline tank, having outlet-pipe connecting with supply-pipe, and being provided with an air-inlet pipe, the lower end of which extends nearly to the bottom of said tank and its upper end having attached thereto an air-valve and its frame substantially as described.

813,116. Valve-Gear for Explosion Engines. Hans Richter, Nuremberg, Germany, assignor to The Firm of Vereinigte Maschienenfabrik Augsburg and Maschienenbaugesellschaft Nurnberg A. G., Nuremberg, Germany. Filed Aug. 23, 1904. Serial No. 221,863.

Claim.—1. In a valve-motion for explosion-engines, the combination, of a passive roller-track actuated by the governor and an active roller-lever working upon said passive roller-track and actuated by the eccentric-rod with a catch loosely mounted on a bolt in the inner end of the active roller-lever and adapted to come in engagement with a cross-piece arranged in the head of the valve-rod and to be brought out of engagement with said cross-piece by a nose fixed on the active roller-lever, substantially as described.

813,229. Detachable Link Chain. Archibald D. Morris, New York, N. Y. Filed Nov. 19, 1904. Serial No. 233,435.

Claim.—1. In a detachable-link, the combination of the interior link members with the exterior link members, pins connecting said exterior and interior members, and rotatable retaining-pins formed with flanges overlapping the exterior link members, said flanges normally retaining the members in operative relation.



Model No. 44.

PRICE, \$145.00

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# The Bicycling World

## AND MOTORCYCLE REVIEW.

Volume LII.

New York, U. S. A., Saturday, March 10, 1906.

No. 24

### GERMANY'S GIGANTIC EXPORTS

Total for 1905 near the Seven Million Mark  
—Where the Goods Went.

Complete statistics of Germany's export trade during 1905, show that its growth during that year was even more wonderful than during the previous twelve-month.

From a total in 1903 of 67,040 cwt. valued at \$4,639,250, the Germans' foreign business climbed to 84,048 cwt. valued at \$5,028,000 in 1904, an increase of \$489,750. Last year, however, the business made a prodigious jump to \$6,948,250, the increase of \$1,940,250 being of itself more than the value of America's entire foreign trade. Of the total, \$5,276,750 was represented by parts.

During the year, Germany's import of cycles also increased slightly, America, as usual, contributing the lion's share of the increase. The Germans' export statistics show that 1150 cwt. of their goods were shipped to this country, but unless they were for re-export, the Lord only knows where they went, as German bicycles and parts in America are rarer than white black birds.

The statistics in full are as follows:

#### Imports.

Finished Cycles and Parts:

	1905	1904
Total import, w'g't cwt.	5,632	4,422
Total import, value....	\$311,250	\$244,250
	cwts.	cwts.
From Great Britain....	1,158	538
" Belgium .....	910	446
" France .....	828	774
" Austria .....	708	518
" U. S. A. ....	1,498	1,700

The total for 1905 includes 1,926 finished machines and 5,016 cwt. of parts; another 130 cwts. are to be found under other headings.

#### Exports.

	1905	1904
Total export w'g't cwt.	123,328	84,048
Total export value....	\$6,948,250	\$5,028,000
	cwts.	cwts.
To Great Britain.....	11,564	5,534
" Belgium .....	9,070	7,130
" Denmark .....	25,916	16,216
" France .....	3,918	2,718
" Italy .....	6,014	4,700
" Holland .....	25,428	18,984
" Norway .....	476	330
" Austria-Hungary ...	15,974	9,234
" Roumania .....	642	476

" Russia .....	3,212	3,234
" Sweden .....	2,888	2,010
" Switzerland .....	10,266	6,990
" Brit. South Africa ..	662	280
" British India .....	268	314
" Japan .....	1,020	754
" Dutch India .....	580	412
" U. S. A. ....	1,150	1,754
" Australia .....	1,002	774
" New Zealand .....	166	136

The total for 1905 includes 93,981 finished machines and 95,412 cwt. of parts, the latter alone valued at \$5,276,750.

#### Imports.

(Duty \$3.00 per cwt.)

Motorcycles:

Total import, w'g't cwt.	1,290	1,418
Total import, value....	\$145,450	\$159,500
	cwts.	cwts.
From Belgium .....	526	588
" France .....	198	380
" Austria .....	478	296

#### Exports.

Total export, w'g't cwt.	3,120	2,442
Total export, value....	\$390,000	\$305,250
	cwts.	cwts.
To Denmark .....	364	360
" Holland .....	780	316
" Austria .....	388	326

In 1905 there were 833 finished motor cycles imported and 1,934 exported.

### Death of a Prominent Dealer.

Theodore Jonas, a well known Milwaukee, Wis., business man, died at his home in that city, on February 23, from a complication of diseases. Jonas was one of the pioneer bicycle dealers in Milwaukee, and from a little one-story shop, built up one of the largest bicycle and automobile businesses in the city, branching out into the latter three years ago. "Teddy," as he was known to the fraternity, made a specialty of building racing wheels and the "Jonas" was used on many Wisconsin tracks. Jonas is said to have been the first professional bicyclist that Milwaukee produced; he made his appearance at a Scotch picnic, riding against "Charlie" Miller, who later won the New York six-day race. He was more successful as an amateur, however, and was well-known as a "road plugger." At the time of his demise, Jonas was 32 years old. He leaves three brothers, who will probably continue the business.

The Meridian Auto & Cycle Co., has been incorporated at Meridian, Miss., with \$10,000 capital. Theodore Sturges, R. G. Mynton and others are the incorporators.

### "AHEAD OF ANY PREVIOUS YEAR"

Toledo Reports Upward Tendency—20,000  
Bicycles Already Shipped.

If the business of the Consolidated Mfg. Co., Toledo, Ohio, is any criterion, there are "piping times" in store for the dealers this spring.

"We are away ahead of any previous year," said Sales Manager Buffum, who was in New York this week. "Already we have shipped 20,000 bicycles and if the weather during April and May is favorable, we will ship almost as many more. There isn't a man or piece of machinery in our factory that is not busy. We expect to be abreast of the demand within ten days and then we will be able to handle orders as fast as they arrive.

"Motorcycles? They are going finely. We this week made arrangements to turn out 200 more than we originally anticipated and within a couple of weeks will be able to make shipments promptly by freight or express, as the purchaser orders."

### Corson Forms a Company.

E. H. Corson, first a pioneer cyclist and later a pioneer motorcyclist, has finally interested capital in the several useful motorcycle specialties he has originated and is this week incorporating "The Motorcycle Specialty Co., E. H. Corson, manager"; the company is capitalized at \$10,000. It will succeed the Indian Motorcycle Co., under which style Corson has been doing business in Boston, Mass., and will continue to occupy the premises at 258 Columbus avenue. Corson will now push his specialties, which include a stand, a luggage carrier and a tool bag, a muffler cut-out and spring handle-bar, with more aggressiveness than usual. He will also retain the Indian agency.

### The Retail Record.

Lake Geneva, Wis.—George Hoeg, enlarging store.

Athol, Mass.—Carl N. Richardson bought half interest in bicycle and automobile business of John Manly.

Penquannock, N. H.—Alfred Simpkins' store damaged by fire; loss, \$500.



### Wing Shows How to Create Interest.

At New Bedford, Mass., last Friday evening, March 2nd, occurred the annual opening of C. F. Wing's bicycle department. The whole lower front of his mammoth department store had been cleared out and while the opening was advertised from 7.30 to 9.30, before seven o'clock, fully 300 enthusiasts had gathered in front of the store. Mr. Goodrich, of the Pope Mfg. Co., and Mr. Doll, of the Miami Cycle & Mfg. Co., got their exhibits into place and 500 people were admitted before the band struck up at 7.30 sharp. The Fisk tire man was also in evidence with a towering stack of tires thirty feet in height.

The lines shown were the Columbia and Hartford, the Crescent and Fay juveniles made by the Pope Mfg. Co., and the Racycle, Pierce, Day and Dartmouth. While the new bicycles came in for their due attention the new Columbia motorcycle was a chief object of interest. Even the ladies are said to have been "much interested in this handsome machine." C. F. Wing, the manager of the department, had prepared some 1,200 souvenirs of aluminum in the form of ash trays, but at 8.15 the supply was exhausted and fully 800 people were disappointed, which seems to show that there's nothing the matter with New Bedford. Mr. Wing has sold and delivered over twenty-five machines up to date, not jobs, but regular agency machines. None of the Columbia chainless with all improvements was shown as Wing's last sample was delivered the day before and while Mr. Wing stated that he had ordered three more of the \$100 kind by wire, they did not arrive in time for the show. Several interesting old bicycles added interest to the "opening," among them an "ordinary," an old wooden tricycle, and "the smallest perfect tandem in the world," one made to order by the Pope Mfg. Co.

### "Knocking" as an Advertising Medium.

Never talk against a competitor, either against him personally or his wares, advises an old merchant. "It is better to be abused than to be ignored," you know, and abuse or belittlement frequently serves as a first class advertising medium. Don't advertise the "other fellow." It is enough for you to show up the merits of your own lines and keep your own hands clean.

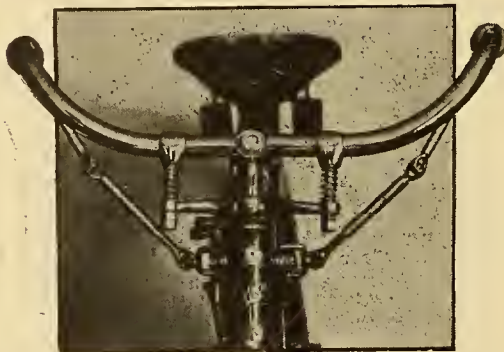
There's so much bad in the best of us,  
And so much good in the worst of us,  
It hardly behooves any of us  
To talk about the rest of us.

### Gasolene not Good for Belts.

If gasolene is used to clean the grease off a motorcycle belt, it should be used sparingly and rubber dry immediately, in fact, a belt maker advises that gasolene be applied only in dire emergencies, as it is an enemy of leather and tends to ruin it; kerosene is little if any better, if the durability and not the cleanliness of the belt is at stake.

### Corson Evolves a Spring Bar.

E. H. Corson, the veteran cyclist and motorcyclist who has recently incorporated his business in Boston under the title of the Motorcycle Specialty Co., of which he is the manager, has added to his line of specialties by inventing the Corson Spring



Handle Bar. This is illustrated by the accompanying photograph from which it will be apparent that helical springs and a divided bar have been ingeniously combined in a manner that is at once slightly and effective. The handle bar is fastened to the head in the usual way, but instead of being rigidly supported by the latter as is customary, it is upheld by the two springs shown which allow it to give under the impulse of every shock. This force is accordingly absorbed by the springs instead of being transmitted to the rider through his hands and arms, and anyone who has experienced the fatigue due to long rides over rough roads can well appreciate what a

great measure of relief the new device should afford.

The arm supporting the spring is, of course, rigid, so that the handle bar itself is practically held in what may be most aptly termed a "floating suspension," the effect of which is added to by dividing the bar and pivoting it at the center, thus making each half independent of the other. By this means, each side of the bar will respond to the slightest jar, regardless of the direction of the shock. It is equally well adapted to use on the bicycle as on the motorcycle, or for that matter, on anything using a handle bar steer. According to the taste of the user, a stiff, medium or limber set of springs will be supplied and the entire bar, ready to put in place, may be had, or old bars may be remodelled.

### Soapsuds for Leaky Joints.

Of all the troubles that may beset a motorcyclist, few if any are more vexatious than those due to a leaky joint or union in the carburetter pipe, which admits air and destroys, or practically destroys, the mixture. They are vexatious solely because the source of such troubles is rarely suspected when the motor refuses to "mote" or lacks power. When such a leak is suspected, the best way to locate it is to smear the joint with soapsuds, saliva or thin oil and then cause the engine to "turn over." If the leak exists, the suds or oil will be seen to be sucked inward. The remedy is obvious.

### That Carload of Diamonds.

A freight car holds either very little or a great deal, according to the sort of merchandise with which it is loaded. A car load of pianos, for instance, does not imply anything out of the ordinary, but a car load

by the Pacific Coast Rubber Company, some little time since, and shipped to them from Akron, Ohio, early last month. Fortunately, there is no need of counting the number of tires loaded on the car, for that would likely prove a time consuming task,



of bicycle tires represents a considerable stock, and when such a quantity is shipped in a single consignment, it stands for prospects of good business, and lots of it. In fact, the lay mind rather grasps at the idea of so many tires being used anywhere even in a year.

This represents a car load of goods ordered from the Diamond Rubber Company,

and by no means an easy one, as they are stowed away in very compact shape. The cut serves as something of an object lesson, however, to those who are wont to suggest that there is "nothing doing" in the cycle business at the present time. Also, it shows how the banners attached to the car will conduct a "ride a bicycle campaign" in its trip from Ohio to Oregon.



## KELLY'S QUEER STUNTS

Employs Some Queer Machines to Perform Them and Obtains Startling Effects.

In the person of one W. E. Ritchie, now performing as a trick cyclist on the English vaudeville circuits, the racing men of a few years back would recognize an old companion who at one time was well known in Philadelphia track circles as Vincent J. Kelly. The seas of fortune have buffeted him about considerably since those days, and have at length cast him up on a foreign shore, more or less the worse for wear, it may be, but possessed of an idea. And that idea is that the public, while it no longer turns out with its old-time enthusiasm to witness racing events, and has lost somewhat of its maddest penchant for cycling, still has the profoundest degree of respect and admiration for the trickster, and that the greater the oddity and drollery of the performance, the greater its charm for the average audience. Like most other men with an idea which is grounded on a rational basis, Mr. Kelly-Ritchie is succeed-

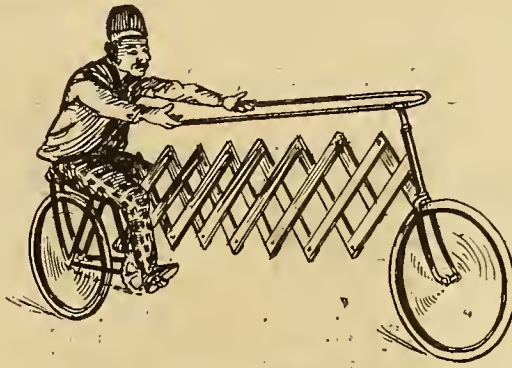


ing, or rather has succeeded, for he now ranks as a vaudeville star and, according to reports, is accumulating a "nice little pile."

Unlike the common run of trick cyclists, who either perform wonderful and daring feats in all solemnity, trusting to the mere effect of danger or of their dexterity to "charm the crowds," or else do the clown, trusting to the ludicrous to work the desired end, Ritchie effects a combination of the two, and does his difficult stunts on some of the weirdest and most startling creations ever known to cycledom. His pedicycle, in which the rear wheel of an ordinary safety bicycle has been displaced by a spider which is shod with old shoes fastened to the extremities of each of the arms, and patters about the stage at a great rate, never fails to draw the much desired laugh. And the humptedump, the rear wheel of which is set on the bias, or in other words, very much eccentric, thereby sawing the rider up and down in most startling fashion as he rides, "gets 'em every time," especially when the rider is clad in furs, very much capped and be-goggled, and clings onto the plunging

mount with all the grim tenacity of a monkey in a tree.

Of course, there is a lady in the show, who does some very wonderful work too, the versatile Ritchie in wig and stays,



on a unicycle, the thing that one time was going to displace the bicycle for good and all, and who, to cap the climax, mounts and rides away trundling the front wheel and fork of another machine poised on the saddle of the perfectly balanced unicycle, to all intents and purposes greatly enjoying her ride on the phantom machine which has no frame. But all her tricks put together cannot attract the attention that is drawn by the man behind the idea when he brings out his machine with a variable wheel base.

The principle of the variable wheel base has been exploited somewhat on the other side, and has even been embodied in a bicycle which has been put upon the market but not quite in the form used by Ritchie. That is intended to ease the labors of the rider in hill-climbing, but the Ritchie machine is naively advertised as being a race winner—a winner every time. In place of the usual diamond frame, is to be seen a mass of framework, very complicated to look upon, and quite useless in appearance until its purpose is revealed at the close of an exciting race between the inventor



and the clown, in which the latter seems to have the best of it until the very close of the last lap. Then, just as he appears to be "all in," the man on the marvellous winner, presses a spring, or pulls a lever, or works some mysterious magic or other

when, suddenly the front wheel shoots ahead, the frame elongating at the same time, and revealing the fact that it is built on the well known principle of the lazy tongs, and the discomfited clown is beaten by just the proverbial neck which has been the cause of the downfall of so many budding fortunes. Altogether, it is very entertaining, very ingenious, and also the manner and degree of its reception quite endorses the rationality of the idea.

## Germans Discover a New Gas.

"Homogenal" is the name given to a new variety of gas that is said to be unequalled for power purposes. It is the result of the discovery that benzol of a high specific gravity, 90° or over, may be gasified, and has been given this title owing to its homogenous qualities. The mixture used in its production consists of heavy benzol and peat or similar oil. In addition to being far cleaner the new gas is cheaper.

No structural alterations are entailed in existing power for the installation of a gas



producer for handling this gas, and the latter is said to dispense with the necessity of cooling water and to work without any waste of gas. In addition, it is claimed not to damage the motor and is produced cold and free from soot. Its comparative efficiency is said to be 50 per cent. in excess of that of warm producer gas while its cost is greatly less.

Just what proportion the latter bears to the cost of existing fuels may best be appreciated from the fact that one kilo. (2½ lbs.) of benzine at 33 pfennigs (7 cents) will produce 2½ cubic meters of gas, whereas the same weight of homogenal gas at a cost of 3 cents, is equivalent to 6 cubic meters. The efficiency of benzol itself will be clear from experiments with a 5 horsepower light car which was run at the rate of 15 miles an hour for sixty minutes with an expenditure of 1.05 kilos. of unwashed benzol at a cost of 6 cents, compared with 16 cents for the same amount of benzine.

When using unwashed benzol the exhaust is said to be invisible, and with washed benzol, entirely odorless. With the former there is a slight but not objectionable smell.



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# THE BICYCLING WORLD

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and MOTORCYCLE REVIEW

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NEW YORK, MARCH 10, 1906.

## Feature of the Foreign Demand.

How great is the transformation the export trade in bicycles has undergone is again strikingly shown by the 1905 returns from England and Germany. It is now chiefly a business in parts rather than complete bicycles.

For instance, out of England's substantial showing of \$4,727,000 for 1905, more than sixty per cent., or \$3,190,000 in round numbers represented the value of the parts exported. The remainder represented 47,604 complete bicycles of the unusually high average value of \$31.30. In the case of Germany, the proportion is even more remarkable, for out of a total of \$6,948,250 which represents the German exports for the year, \$5,276,750 or just about 75 per cent. was represented by parts which reached the enormous total of more than 4,800 tons. The total number of complete machines exported in this instance was 93,981, which works out an average value of almost \$18, or to be exact, \$17.77.

Two reasons may be adduced to account for this change of form in which the bicycle is now exported. And the one that immediately impressed itself most strongly upon the mind, is that the world outside of the

manufacturing countries has taken to assembling bicycles, for it is evident from the huge value of the parts exported that the complete machine is merely being shipped in another shape—what in trade parlance is familiarly termed “K. D.,” in other words, “knocked down.” The second reason really springs from the first, in that it must have proved cheaper to assemble than to purchase machines set up, and the underlying cause of this is apparent. In the first place, anywhere from eight to twelve bicycles “K. D.” will not occupy any more space than one assembled. And as a very large percentage of the bicycles exported are sent to the Far East, ocean freights have a marked bearing upon the selling price of the machine at its port of destination and the reduction effected in this manner undoubtedly more than counteracts the cost of assembling. Further than this, the tariffs of many countries provide a reduced duty on machinery parts to be assembled in the country, that is but a fraction of the rate assessed upon the complete machine. In some instances, this alone will be superior to the cost of putting the bicycle together, especially with the very cheap labor employed.

Unfortunately, there is no means of ascertaining what proportion of the total exports of American bicycles are sent out of the country assembled or in pieces, but it is evident that if a determined effort is ever to be undertaken with a view to rejuvenating our diminished foreign business, the item of parts must be kept uppermost.

## Motorcycles for Delivery Purposes.

Whatever may be the future of three-wheel motorcycles for pleasure purposes, it appears almost beyond peradventure that as a parcels delivery vehicle it is destined to cut no insignificant figure. Its value and advantages for such service does not admit of much argument.

It is unfortunate that practically no statistics are available, but some things are clearly apparent, among them the fact that in the matter of speed and economy of cost and operation and general all around readiness and convenience, no horse-drawn or no other motor-driven vehicle can compare with a motorcycle delivery vehicle. These facts appear to have been more speedily recognized in the West than in the East. Chicago merchants in particular are “taking” kindly to the little vehicle and the figures of the Chicago silk merchant who employs one and which were

published in The Bicycling World of Feb. 24th last, constitute one of the very few illuminating lights on the subject.

The fact that in one day of eight hours this motorcycle was able to cover a distance of 29 miles and to deliver 158 parcels en route, is evidence of what may be done in the larger cities themselves, while its record of 99 packages delivered in six and one-half hours in which 68 miles were completed speaks of striking service in the suburbs. Its daily travel averaged 29 miles, and the number of parcels delivered 91.

The record of the cost of operation is unfortunately not sufficiently detailed, but the expense for fuel only was about 10 cents per day. With oats at about 40 cents per bushel and with a horse consuming say 10 quarts daily, to say nothing of other foods, and with a single cylinder automobile requiring about one gallon of gasoline, price 20 cents, for each 15 or 16 miles, it is evident that no other form of transportation is in a class with the motorcycle carrier. Its advantages in practically all other respects are almost as apparent. Those large merchants, as for instance, the department stores, who have many small parcels to deliver and who also maintain a “special quick delivery service,” cannot long remain insensible to the claims of the motorcycle carrier, while the thousands of butchers and bakers in the residential sections of the large cities as well as those doing business in the suburban towns, cannot long remain disinterested, once the matter is thoroughly impressed on them. A motorcycle carrier will really enlarge their radius of trade. It will permit them to “reach out” in a manner that is not possible with the methods now within their means.

Times have changed. It was in North Carolina, twenty odd years ago, that the L. A. W. had its hardest and most unsuccessful fight to establish the rights of the bicycle to the unrestricted use of the public highways. To-day, in the same State, the F. A. M. easily, quickly and thoroughly wins its fight to establish the same rights for motorcycles. While it was difficult to see how any other result was possible, the principle involved was a vital one, and worth fighting for. The victory is not to be minimized. Reidsville in North Carolina is not the only prejudiced little community that has taken or that has inclined to such prohibiting action. The North Carolina decision will not be lost when it is brought to bear on them.



## CORRESPONDENCE.

## Suggestions from a Cyclist.

Editor of the *Bicycling World*:

It is indeed a pity that there are not more journals such as *The Bicycling World* published in America for your journal is the only one in the United States which staunchly and consistently preaches the pleasures and benefits of the bicycle, and "time does not wither nor custom stale" your whole-hearted interest in, and advocacy of "the cult of the wheel."

I incline to the opinion that there would be a great many more people riding bicycles to-day, if they could only be convinced of the inestimable value of the wheel as a means of promoting and retaining that sine qua non to happiness, good health. As Miss Alice Kirby, winner of the first prize in the recent "reasons" competition, truly says, "the bicycle has never been and can never be replaced. It occupies a unique and secure place in the world of hygienics, sports and utilities." She has undoubtedly hit the nail right on the head, for if the bicycle did not conduce to the maintenance of health, or if it was not useful in the most broadly accepted sense of the term, it could never have attained its present enviable position of being an absolute necessity to thousands of busy men and women. One of the most fruitful sources of discouragement to beginners, after learning to ride, comes through having an unsuitable machine, or one which is geared too high.

A bicycle, like a suit of clothes, should fit its rider. If a person of short stature and little muscle, is sold, say a machine with 24-inch frame and 84 gear, he will find that instead of his cycling being a pleasure it becomes a torture, and in all probability he will sell his machine in disgust and regard the pastime as something akin to the pillory. How different it would be had our aspiring novice purchased a bicycle of suitable frame height and geared to say 70-inch; he would then get a fair start, and ere long have tasted the real joys and delights of our incomparable pastime.

It may be of some service to give the right height of frames for riders of different stature. In ladies' machines, a 20-inch frame is suitable for riders under five feet 5 feet 2 inches to 5 feet 6 inches; and a 24-two inches; a 22-inch frame for riders from inch frame for riders over 5 feet 6 inches. In men's machines, a 22-inch frame is suitable for riders under 5 feet 5 inches; a 24-inch frame for riders from 5 feet 5 inches to 5 feet 10 inches; and a 26-inch frame for riders over 5 feet 10 inches. The length of of frame is measured from the centre of crank-shaft bracket to top of diagonal strut or seat-post tube, and, of course, the length of crank (measured from centre of bracket to centre of pedal-shaft hole), and also height of saddle above top tube, has to be taken into consideration.

A very good all-round method whereby any rider may adjust his or her saddle to

the correct height for comfortable riding, is, when mounted on the machine, to place the toe under the pedal at its lowest point, if this can be done without straining, the reach will be about right. In the case of lady riders it is most important not to gear too high, and many people when ordering a lady's machine err on this point.

The range of suitable gears for women lies between 55 and 65 inches. There is no reason why any lady with a bicycle of suitable frame height, fitted with a coaster-brake such as the Morrow, and comfortable, well-sprung saddle such as the Persons ladies' saddle, should not ride a considerable distance out and home without suffering any discomfort or fatigue. Another point that should be borne in mind by the would-be cyclist, is the importance of investing in a high-grade mount. The novice does not know that there is such a very great difference between the running qualities of high-grade and low-grade machines. There is never the same responsiveness for the power applied in a low grade, as there is in a high grade, and the absence of "life" is very marked in the former, whilst in the latter the "life" manifests itself very prominently.

A great mistake that some novices make is in listening to the advice of their non-cycling friends. They should apply to a good class dealer, or an experienced cycling friend who will be only too glad to advise them as to the best make of bicycle, most suitable gear, correct frame, height, etc. If this rule was followed, instead of the prospective purchaser listening to the inane advice of think-they-know-a-lot friends, the ranks of cyclists would receive a much larger percentage of new and enthusiastic recruits.

WM. A. THORNBURN,  
St. Johns, Newfoundland.

## Who has Cycling Pictures For Sale?

Editor of the *Bicycling World*:

Could you inform me where I could purchase cycling pictures or scenes? Road scenes of the old ordinary days preferred and something that I could have framed. I have been a subscriber to *The Bicycling World* for a long time and enjoy reading it very much. I take three automobile papers, but none of them interest me like the *Bicycling World*. Bicycle manufacturers and dealers should support the grand old cycling paper.

C. H. PRYOR,  
Guthrie Center, Iowa.

## For an International Road Race.

The Cyclists' Union of Brussels has on the tapis one of the longest and biggest road races that has been undertaken in several years. It is scheduled for June next, and although arrangements are scarcely under way upwards of 177 riders have already sent in their entries. The aggregate value of the prizes amounts to \$3,000, the first prize being an automobile. The race

will be from Paris to the Belgian capital, a distance of 420 kilometres, or about 262 miles. It is planned to make the race an international one and amateurs from all parts of the world will be allowed to compete.

## Three Motorcycle Races at Los Angeles.

Motorcycle races formed a part of the program of the two days' racemeet held at Agricultural Park track, Los Angeles, Cal., March 2d and 3d. The three miles open on the first day was won by C. W. Ridsen (Indian), in 3:49½, the second mile being ridden in 1:11; E. W. Hoag (Thoroughbred) was second and F. W. Disnmore (Thoroughbred), third. On the second day E. Bennett (Thoroughbred), turned the tables on Ridsen by winning the three miles event in 3:57; Dinsmore and Hoag were second and third respectively, Ridsen being unplaced. Ridsen, however, won the three miles consolation in 3:56½; George Hull (Racycle), was second and Ralph Gould (Indian), third.

## New Jersey Friendlier to Motorcyclists.

The result of the F. A. M.'s appearance before the New Jersey Senate's Judiciary Committee in the matter of the Freylinghuysen bill and of the interviews that followed is reflected in a new bill offered by Senator Minturn, a member of that committee. It proposes the erection of toll gates and telephones at distances of ten miles apart and the collection of toll at the rate of one cent per mile. But the bill applies only to "automobile cars." To assist the enforcement of the speed laws, it provides for the purchase of "horses or motor bicycles or both" and the employment of men to serve as mounted police—the motorcycle idea being suggested by a F. A. M. representative.

## Make-up of the Gasolene Cocktail.

"Gasolene cocktails" appeared on menus last summer, but the formula had always remained a secret until the occasion of a dinner held at Oakland, California, last week. Beside each plate was placed a miniature gasolene can which was labeled "Gasolene cocktail," and the formula as follows: Half a glass gasolene No. 72; three jiggers of cylinder oil; spoonful of graphite grease. Stir well with monkey wrench and garnish with a 3-8 locknut." Many of the guests were chary about tasting it at first, but subsequently it proved that the ingredients were very much like those of any other "appetizer."

## Why Sherwood Won't go to Greece.

Charles A. Sherwood, the New York Athletic Club's crack amateur cyclist, will not, after all, go to Athens to participate in the Olympian games. He was given his choice between going to Greece and retaining a good job. He chose the job. It is possible that Fred Ernst may fill the void left by Sherwood's withdrawal.



## CAN'T BAR MOTORCYCLES

North Carolina Court Speedily Settles  
Reidsville Case—Vital Point Involved.

Despite its desire to do so, Reidsville, N. C., cannot keep motorcyclists off its streets, and the three motorcyclists who reside there are now free to brush the dust off their machines and use them without fear of fine or imprisonment. Reidsville passed a by-law prohibiting their use and for a time the by-law was respected, but backed by the Federation of American Motorcyclists, a member of that organization, David L. Carroll, has just succeeded in convincing the "city dads" of Reidsville that they have no right or power to pass laws of the sort.

The case has been pending for several months and finally did not come up until the 2nd inst., and then it was settled with a neatness and dispatch that must have startled Mayor Watt, the author of the ordinance, and the other "city fathers." Although he was in court—the Superior Court of Rockingham county—and ready, Mr. Carroll was not even called to stand trial. The court simply ruled that the Reidsville ordinance was clearly unconstitutional and could not prevail.

"No law can be passed that prohibits the use of motorcycles on the public streets and highways," he added.

The case was first called to the attention of the F. A. M., in September last, when Mr. Carroll applied for advice and assistance. Counsellor John C. Higdon, chairman of the F. A. M. Legal Action Committee, promptly advised him to do two things—to join the F. A. M. and to "get arrested" for violating the law. Carroll did both things. For violating the law he was fined the limit, \$2. He promptly appealed to the Superior Court of Rockingham County. Chairman Higdon filed a strong brief in the case in which he set up that the motor-bicycle "is merely a bicycle with certain machinery attached" and attacked the constitutionality of the measure. Mr. Carroll was also assured of the financial support of the F. A. M. Pending the appeal several efforts were made to have him withdraw the proceedings, but he had been duly impressed with the importance of the results in establishing a precedent and stood firm.

The case was the first known instance in which the right to use motorcycles on the public highway had been denied and while an unfavorable judgment was not expected, the matter was of wide interest because of any precedent that might be created. The F. A. M. officials were therefore prepared to back Mr. Carroll and fight the issue to the end.

## Interest Increasing in Tigers' Tournament.

Judging from the interest already being shown in the proposed professional and

amateur home trainer race meet of the Tiger Wheelmen, to be held on March 24th, at Turn Hall, 305 West 54th street, Manhattan, there will be no lack of good riders and consequently exciting sport. Joe Fogler, E. F. Root, John King, Tom Butler, J. A. Lynch, W. F. King, George Schrieber, William Lee and T. J. Denning are the "pros" who already have signed to ride, and efforts will be made to secure the Bedell brothers and others. The amateur race will be at one mile, in two heats, and the rider making the best time will win the gold watch which is offered for first prize.

## Racing in the East Assured.

It can now be semi-authoritatively stated that there will be track racing in the East this season, which will come as cheering news to those who for a time were afraid this branch of sport would be allowed to go by default. It is expected that Vailsburg will open up soon for Sunday meets, and Madison Square Garden will open on or about May 15. The Vailsburg scheme has not culminated as yet.

It is understood that the track has been turned over to the Bay View Wheelmen, of Newark, N. J., but that C. B. Bloemeke will remain as manager. According to the current talk around the clubhouse of the Bay View Wheelmen, it is further understood that Mr. Bloemeke has a brother prominently identified with insurance interests, who will furnish sufficient capital to build a new track and a baseball field in conjunction with it. This latter would be done so that there could be no possible chance for discrimination against Sunday bicycle racing. The Bay Views will make a strenuous effort to hold Sunday racing.

All doubts about Madison Square Garden not opening this year were dispelled yesterday when, in response to an inquiry of the *Bicycling World* man, P. T. Powers, the promoter, said:

"Yes, there will be racing in Madison Square Garden this summer, and you may say that we will have a good season from the way things now look. I expect to open the Garden on or about May 15."

## Lawson Back, May go to Paris.

Still wearing the tan of the Australian summer, Iver Lawson arrived in Salt Lake City, Utah, last Friday, March 2, where he has settled down for a rest before beginning the season's racing. Lawson has not made any definite plans concerning the future. He has been offered a contract by Breyer and Coquelle, the Parisian race promoters, to meet Kramer in a series of match races in Paris; he may stay in Salt Lake and he may come East to ride at Madison Square Garden and Vailsburg. Lawson gave out to the press that his reason for leaving Australia was because there is no one in the antipodes fast enough to defeat him, and for that reason he could not get on any match races, with big appearance money.

## TWO SHARED THE HONORS

## Delling and Schudt Bag the Prizes at Buffalo—"Miss-and-out" a Feature.

Honors were distributed between two "coming champions" in the bicycle races at the 65th Regiment Armory, Buffalo, N. Y., last Friday night, 2d inst., Ed. Delling winning first place in the two-mile handicap from 30 yards, second place in both the "miss-an-out" and the five-mile open, which were won by Fred Schudt. Because of the struggle of supremacy between these two "crack" flat floor riders the races were undeniably interesting, although some little confusion was apparent in the "miss-and-out" event. It was evident that the riders had not become accustomed to this style of riding, for they did not seem to understand the call to retire. Each man tried hard not to be the last on every third lap, but the man who was last, instead of dropping out, moved up and bettered his position. Finally, after twenty or more laps had been reeled off, the riders dropped out of their own accord and the field narrowed down to three, Schudt, Hoover and Delling. Hoover was the last on the second last round and the fight narrowed down to Delling and Schudt, the latter winning out in 7:28, after covering 27 laps.

The five-mile open was a "go all the way affair," until an unfortunate spill in the final put all but Schudt, Delling and Lewis out of the running. They finished in the order named after a warm sprint. Summaries:

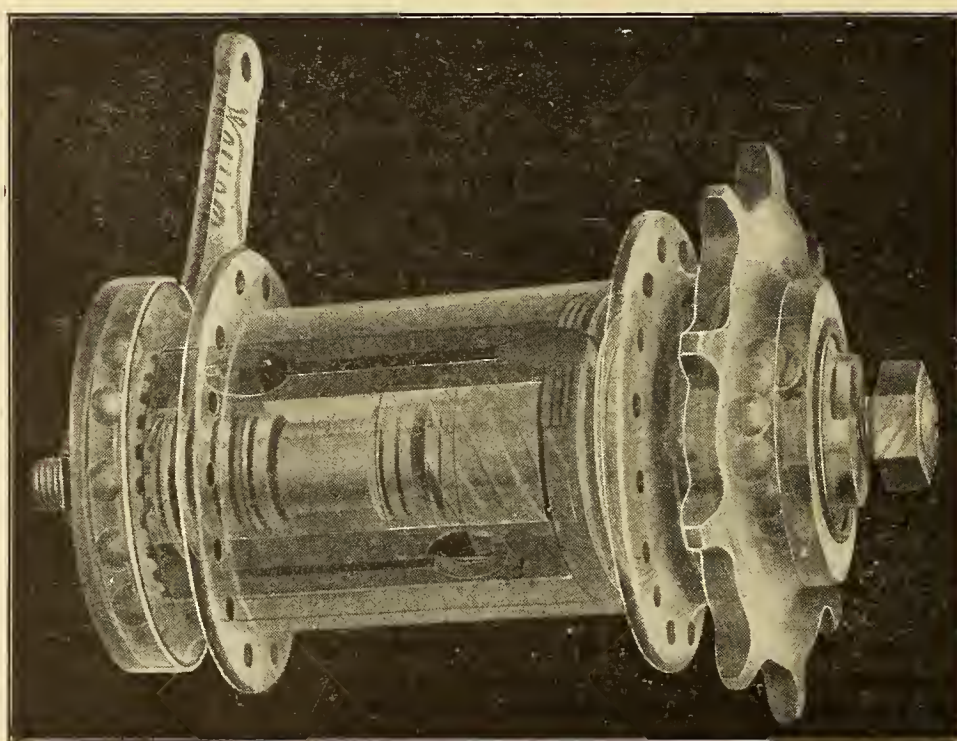
Two-mile handicap, first and second in each heat and third in first and second heats to qualify for final—First heat—Fred Schudt (scratch), first; Ed. Delling (30 yards), second; Ed Koch (100 yards), third. Time, 5:22½. Second heat—W. E. Bauman (scratch), first; Charles McCracken (40 yards), second; J. M. Tanner (70 yards), third. Time, 5:22. Third heat—A. W. Holmes (120 yards), first; A. W. Will-young (155 yards), second; Al. Mercer (65 yards), third. Time, 5:19½. Fourth heat—H. S. Sykes (120 yards), first; Gus Hart (160 yards), second; Joe Berbach (110 yards), third. Time, 5:19½. Final heat—Ed. Delling, first; A. W. Holmes, second; Fred Schudt, third. Time, 5:17¾.

Miss-and-out—Fred Schudt, first; Ed Delling, second; Richard J. Hoover, third. Time, 7:28. Distance, 27 laps.

Five-mile open, first and second in each heat to qualify for final (two-mile heats)—First heat—J. M. Tanner, first; R. S. Lewis, second; C. J. Smith, third. Time, 5:39½. Second heat—Fred Schudt, first; Charles McCracken, second; A. W. Holmes, third. Time, 5:36¾. Third heat—Ed Delling, first; Ed Koch, second; Tom Hanks, third. Time, 5:40¾. Fourth heat—A. S. Sykes, first; R. J. Hoover, second; W. E. Bauman, third. Time, 5:32. Final heat—Fred Schudt, first; Ed Delling, second; R. S. Lewis, third. Time, 14:18.



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Morrow—the pioneer coaster brake—  
has been long tried and been  
found thoroughly true.

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## HOME TRAINER CHAMPIONS THESE

Took all Night and Many Heats to Decide Honors—Weintz Wins Chief Title.

If one wishes to leave Manhattan and its Great White Way far behind and forget all about its whirling turmoil, he need not go to Lakewood, Palm Beach, or any other less-famed or distant winter resort—there is a village much nearer, from which it is just as difficult to get away from, and that is Brooklyn. The Manhattanites who journeyed over to that suburb Thursday night, 8th inst., to witness the championship home trainer races of the Century Road Club of America, learned this to their regret. Early Friday morning—about 5:30 o'clock, to be exact—fourteen of the fraternity sat around five tables in an unpretentious Sixth avenue restaurant masticating an early breakfast. They had left the city of spires and churches at a respectable hour, but what with delay after delay on Brooklyn's misnamed "rapid transit" railway, they had gotten no nearer Harlem than the Tenderloin at the aforementioned hour.

If a thing can be a success and not be at the same time the championship roller races can lay claim to that double characterization. There was plenty of good racing, in fact, that seemed to be the keynote of the dissatisfaction—the surfeit of good racing militated somewhat against its success. Let it be understood, however, that the grumbles did not emanate from dyed-in-the-wool cyclists. The committee worked like Trojans for the success of the meet and deserve more praise than is usually the lot of these hard-working, but little appreciated officials to receive. The races were late in starting—due to belt trouble on one of the rollers—and it was nearly time for the milk man to start on his morning delivery when the last heat of the exciting program was finally disposed of. The various events were sandwiched in between the dances—it was the occasion of the America's annual terpsichorean splurge, and with but one or two exceptions they proved exciting enough to draw cheers from the entire assemblage.

It was a representative lot of speed merchants that competed for the interborough championship, which was run off in trials, semi-finals, and a final heat. Gustave Duester, of the Century Road Club Association and Otto Brandes, of the Edgecombe team, lined up for the first heat and Brandes was beaten by the blue and yellow sweater man. At the beginning of the second heat the front tire on Louis J. Weintz's wheel punctured and necessitated a re-run. His opponent was Marcel Boulonget Dupuis; it is needless to say what club he represented, sailing under this burdensome euphonious title. It was a great race and the Roy man was beaten by the Mercury foot representative by a few scant inches. Charles Hansen, who has been dubbed

"Kramer, Jr.," as he has the national champion's face and chin, and may some day have his speed, rode for the New Jersey division of the road club against "Grumbly" Wilcox, of the National A. C., in the third heat. The young counterpart of one of the greatest sprinters the world has ever produced led for a time, but his sprint was ill-timed and the hand regulated by Wilcox's rollers reached the mile mark first. Urban McDonald, of the Tiger Wheelmen, led all the way in the fourth heat, but in justice to the defeated opponent, Arthur Rhodes, it must be said that the latter straddled a borrowed machine. Weintz and Duester contested the first semi-final and kept together for a quarter of a mile. In the second semi-final Wilcox got the advantage on McDonald, who was bravely struggling to push a 121 gear, and won out with ease. This brought Weintz and Wilcox together for the final brush and the man who had "joined" the Nationals just a few minutes before, proved unable to cope against the superior sprinting powers of the New York Athletic Club rider.

One of the prettiest races of the evening was the first heat of the club championship, at one-half mile, between Charles Martin (no relation to "Plugger Bill," but a plugger, nevertheless), and "Kramer, Jr." Hansen. Around the circle the hands on the dial, kept together and resulted in a dead heat. Martin won out in the run-off. Victor Lind showed Rhodes to the tape, or rather showed him how to get the hand to mark first, in the second heat. In the repechage, J. H. Bennett downed Martin leaving himself and Lind to sprint for the final. Lind worked his legs as if his life depended upon it and as usual, got there first. He is now the club's home trainer champion.

The feature of the meet was the individual championship, for it served to bring out a new star who, judging by the sensational debut he made will cause some of the hardened veterans to sit up and "wonder why" before the season is over. He is Marcel Boulonget Dupuis, the Frenchman, who can sprint if he has a piece of gum to chew on. The individual championship was decided by single time trials at one-half mile, the best time counting. Otto Brandes essayed first, and nonchalantly reeled off the half in 1:04½. He did not seem to care whether he rode or not. Then Duester tried and was clocked at 53¾. In the interim, the Roy Wheelman had sent an emissary out for a package of gum and after he had stowed it away in his "intake valve" he said he was ready to go. Well, Boulonget, Dupuis, or whatever his name is, unwound a continuous sprint that made the others look as if they wished they had stayed at home and studied the rudiments of cycle training. His time—47½ seconds—was not excelled by any of the others, and the Gaul smiled when told that his efforts had netted him a Columbia racing wheel. Dupuis is a strapping, well-built lad, weighing 160 odd pounds, neither smokes nor

drinks, and with careful handling and systematic training should make a name for himself in the cycle racing world.

The summaries of the events are as follows:

One-mile interborough championship—First heat—Gustave Duester, Century Road Club Association, first; Otto Brandes, Edgecombe Team, second. Time, 2:03; half-mile, 1:00. Second heat—Louis J. Weintz, New York Athletic Club, first; Marcel Boulonget Dupuis, Roy Wheelmen, second. Time, 1:51; half-mile, 0:57. Third heat—Arthur R. Wilcox, National Athletic Club, first; Charles Hansen, New Jersey Division Century Road Club of America, second. Time, 2:03; half-mile, 0:58. Fourth heat—Urban McDonald, Tiger Wheelmen, first; Arthur Rhodes, New York Division Century Road Club of America, second. Time, 1:59; half-mile, 0:55. First semi-final heat—Louis J. Weintz, New York Athletic Club, first; Gustave Duester, Century Road Club Association, second. Time, 2:01½; half-mile, 0:57¾. Second semi-final heat—Arthur R. Wilcox, National Athletic Club, first; Urban McDonald, Tiger Wheelmen, second. Time, 1:55; half-mile, 0:57. Final heat—Louis J. Weintz, New York Athletic Club, first; A. R. Wilcox, National Athletic Club, second. Time, 2:05; half-mile, 1:06.

Half-mile Century Road Club of America championship—First heat—Charles Martin, New York Division, and Charles Hansen, New Jersey Division, rode dead heat. Run off—Martin, first; Hansen, second. Time, 0:57½. Time of dead heat, 1:01. Second heat—Victor J. Lind, New York Division, first; Arthur Rhodes, New York Division, second. Time, 0:57. Repechage—J. H. Bennett, New York Division, first; Charles Martin, New York Division, second. Time, 0:53¾. Final heat—Victor Lind, New York Division, first; J. H. Bennett, New York Division, second. Time, 0:56.

Half-mile individual championship—Marcel Dupuis, Roy Wheelmen, 0:47¾; Urban McDonald, Tiger Wheelmen, 0:50; L. J. Weintz, New York A. C., 0:51¾; A. R. Wilcox, National A. C., 0:53¾; Gustave Duester, C. R. C. Association, 0:55¾; Otto Brandes, Edgecombe Team, 1:05¾.

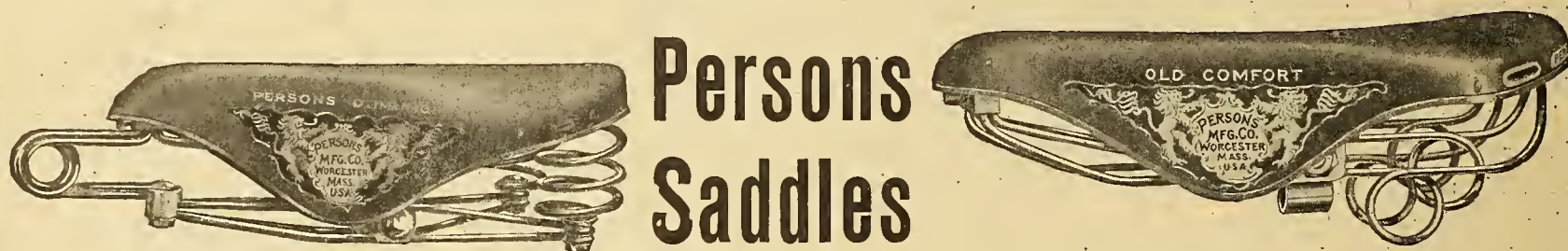
## Kramer on the Home Trainer.

The Bay View Wheelmen, of Newark, N. J., gave National Champion Frank L. Kramer a rousing send-off at their club rooms in Newark, Wednesday, 7th inst. It took the form of an entertainment at which Kramer was presented with an immense floral horseshoe as a mark of their esteem and as a "good luck" token. Kramer sails from New York next Thursday, 15th inst., on the steamer Deutschland. In appreciation, the champion, at the Bay View's entertainment, rode a half-mile on the home-trainer in 32 seconds. Charles Sherwood, of the New York Athletic Club, amateur middle distance champion, rode a mile exhibition in 1 minute 3 seconds, and Edward Rupprecht, Bay View Wheelmen, was timed at 2:05 for two miles.



# Saddles Have Much To Answer For

in respect to the damage that was done the bicycle business. Thousands of men and women were driven away because of the discomfort and torture of the hard-as-a-brick things that were "served up" on bicycles.



## Persons Saddles

are built on the principle that pleasure without comfort is not pleasure at all. Every Persons is a suspended saddle—a properly suspended saddle, and therefore a comfortable one. They are made in models for men and for women and the line is diversified enough to meet all demands.

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Send us your name and address so we can forward sections.

GOODYEAR TIRE & RUBBER CO., Akron, O.



## When General Sherman Posed with the Wheelmen.



1. General Sherman. 2. Seely. 3. Max Hausmann. 4. Walter Dodge. 5. Cram. 6. Midgley. 7. Philip Dodge. 8. Wilkins. 9. Fred D. Owen. 10. McCook. 11. Geo. Smith. 12. Hinman. 13. Leaming. 14. Newman.

Although General W. T. Sherman never rode a bicycle, he was a great friend of the Washington wheelmen when he was stationed at the Capitol. It was indeed his habit when meeting the famous Capitol Bicycle Club on the road to call out some military salutation, as "File right!" "Right wheel, march!" etc. The fact is recalled by the hitherto unpublished photograph here

reproduced, which is one of an interesting collection possessed by C. E. Hawley, once a member of the Capitol club, afterwards identified with the Pope interests and now residing in Ossining, N. Y. The picture was taken some twenty years ago, while a number of the clubmen were lounging on the rocks at Cabin John's bridge, near Washington. While there, an itinerant photographer happened along and proposed

a photograph. He was about ready for action when one of the clubmen suggested that as General Sherman was at the hotel nearby he be invited to join the group. He obligingly assented and the picture shows him at ease among the wheelmen. It is such an unusual position in which to find such an historic figure that the photograph is now almost beyond price. Not many of them are in existence.

#### Short Spurts in Many Directions.

In connection with the Atlantic-Pablo beach tournament, near Jacksonville, Florida, April 9-12, the first day, Monday, will be devoted to bicycle and motorcycle racing. W. J. Morgan is managing the affair.

The Union Wheelmen, of Bethlehem, Pa., have elected these officers: Vice-president, L. H. Shimer; vice-president, H. B. Eyde; financial secretary, G. William Riegel; recording secretary, Dr. H. W. Salt; treasurer, Calvin Sweitzer.

Minneapolis, Minn., has just awakened to the utility of the bicycle in emergency work. Ten machines have been purchased, to be distributed in the different police stations, and used by the officers in responding to calls where speed is essential.

E. W. Carritt, vice-president in charge of the Eastern district of the F. A. M., has appointed the following State Representa-

tives: For Rhode Island, B. A. Swenson, of Providence; for New York, George L. Miner, of Rochester; for Pennsylvania, W. D. Porter, of Pittsburg.

The Swiss Cyclists' Union, under whose patronage the 1906 world's championships will be held, have selected the Junction track, Geneva, for the venue, the dates being fixed for August 12th, 16th and 19th. The Union Cycliste Internationale will hold its congress on the 10th.

T. K. Hastings has presented a gold medal to the Brooklyn Motorcycle Club to be awarded the member making the greatest mileage record between April 1st and November 30th. The contenders for it are required to file the number of their cyclometers and their readings on April 1st with the secretary and report their mileage before the 10th of each month.

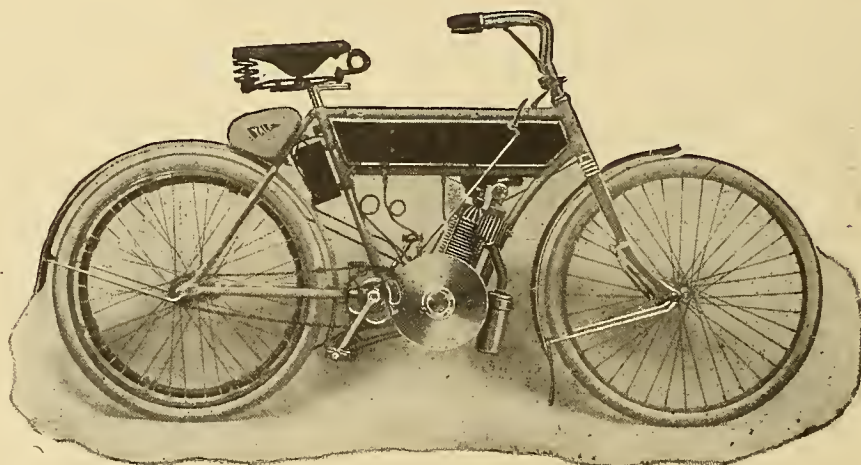
Brotherly love among the cycling fra-

ternity is not entirely dead, as was evidenced at the annual dance of the Edgcombe Wheelmen, of New York City, last Saturday night, 3d inst. Two articles—a dresser set and a cake—were drawn for and the proceeds amounted to \$45. Half of this amount was sent to aid a sick member of another club, who is in the hospital.

The Century Road Club Association has a partial schedule of its spring fixtures. On Friday, March 23, the Eastern Division will hold an entertainment and dance at the clubrooms, at 176 East 106th street, and the annual photograph run will take place the first Sunday in April. An informal century is on the tapis for April 22, while on April 29 there will be a spring century run, jointly between the Eastern and Long Island Divisions. The route of the spring century will be to Coney Island, Jamaica, Amityville, Hicksville and return.



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**If it is a bicycle,**

where can you find anything so good as the

## YALE or the SNELL?

They look well, ride well, wear well and they are marketed at prices that fit all purses.

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**THE CONSOLIDATED MFG. CO., = Toledo, Ohio.**



## RISE AND FALL OF VELOCIPEDE

Forerunner of Safety Bicycle and Youthful Delights it Recalled.

"Has it ever struck you that while there's a great deal said of the 'rise and fall' of the bicycle, you never hear anything about the rise and fall of the velocipede?" asked the old cyclist. "There's simply no end of talk about the so-called decline of the bicycle by people who have not the faintest notion that there are thousands upon thousands of bicycles made every year and that a great many of those thousands bring as high prices as they did when the demand was the very strongest. If you told one of these doubting Thomases that there are factories each producing 30,000 or 40,000 bicycles a year, they would be apt to put you down as a lunatic; they're of the type that originated the story about the bicycle being ridden nowadays only by the messenger boy and the colored gentleman.

"But to get back to the velocipede, how many of you remember anything much about its rise and fall?" a query to which no answer was evidently anticipated. There was none forthcoming at all events, and the story teller proceeded without waiting unduly. "For all that, the velocipede had its rise and fall, except that its fall was most complete. Of course, I don't wish to be understood as saying that the small three-wheeler is as extinct as the dodo bird or any of that class. It still exists, but it has degenerated sadly. If an eight or ten-year-old youngster can't possess a modern bicycle nowadays, he certainly won't demean himself riding one of those iron and wire affairs from which boys have come to graduate at five or even earlier.

"At the time I speak of, the all-metal velocipede had not put in appearance, and its predecessor was all wood except the axles, cranks, the pedal spindles and the stove bolts that held the whole thing together. And what pedals they were! Nothing more or less than overgrown wooden spools held in place by an ordinary bolt with the head out and acting as a retainer. The frame was barbaric in its simplicity—in fact, this applied to the whole thing, for barring the wheels any boy with a knack for handling tools and a modicum of ingenuity could build one of those ancient steeds in the course of half a day. Two square strips of wood held apart at their ends by a block comprised the front forks and a hole drilled through them at their lower ends provided the bearing for the front axle. They were surmounted by a piece of turned wood about ten inches long, rigidly bolted on that served as the handle bars. To the block that took the place of the head on the modern bicycle, was fastened a swiveling arrangement of cast iron and to the moving part of this which was V-shaped, were bolted two long heavy strips of hard wood. They were the frame.

About half way down their length a piece of plank was bolted to them with a rainbow colored Brussels carpet with a fancy fringe tacked on around the edges. That was the seat. These two struts of the frame spread out like the end of a fantail pigeon and they were fully 24 to 30 inches apart at the rear axle, which was nothing more or less than a plain iron rod, shoved through two holes bored in the ends of the frame pieces and screw threaded at each end to accommodate the nuts that held on the wheels."

"I'm afraid that's a species of bird that existed before my time," interpolated one of the younger listeners, "although I can imagine what riding one of them must have been like."



NEW YORK BRANCH 214-216 WEST 47TH ST.

"You can't, unless you have seen the real thing itself," added another. "It takes me back a good many years, but that description fits them to a T. There wasn't a curve in their whole make-up outside of the wheels, and that lumber frame gave them a wheel base like a tandem. I can well remember those spool pedals you speak about and when you got your feet on them your legs were almost on a level instead of straight up and down over them. I think the gear was about 22 and my, didn't you have to make your feet spin to get six miles an hour out of them!"

"You evidently speak from personal experience," continued the original storyteller. "That was a proud day for you, I'll wager, when you got your first wooden velocipede with its gaudy carpeted seat and bright red paint with stripes. I know it was for me, in spite of the fact that I could only claim what the learned legal lights are fond of terming an 'undivided' one-fourth interest. You see, I had to share it with three brothers, all of them older, and as we couldn't very well divide the machine with-

out hurting its feelings, that definition describes my holding in it pretty accurately.

"Oh no, this was not before the time of the ordinary bicycle. Probably the high wheeler had seen eight or ten years of existence in this country at that time, and might well be said to have attained the height of its popularity just at the period I'm speaking of. But for all that, it was far from being common; quite a rarity, in fact, and as money was not very plentiful in those days, the possession of one of those towers of nickel plate was about as far beyond the small boy of that date as an automobile is now. We lived near good roads at the time, but in spite of that, the advent of a bicycle was almost as much of an event as a race after the fire engines. Occasionally, one of those cart-before-the-horse looking affairs called Stars and Eagles, happened along and it was such an object of curiosity that we trailed after it until we got used to the sight.

"The height of ambition of the boy of ten to fifteen was then one of the wooden affairs that I have described, and as I have said, if you made your legs fly up and down like the connecting rod of a motorcycle engine, you couldn't possibly do more than six or seven miles an hour. No one could ever claim much in the way of speed for the average rider on an ordinary, but one of the latter could make rings around a velocipede of the first water. Touring was naturally out of the question with one of those wooden horses; I really don't believe I ever rode a mile on one without dismounting, and I doubt if the long distance record, if there were such a thing, would exceed three miles at the most.

"What kind of tires? Why iron, of course, just the same as are put on buggies to-day, except that they were smaller and lighter. In fact, the wheels were merely small sized carriage wheels with heavy wooden hubs.

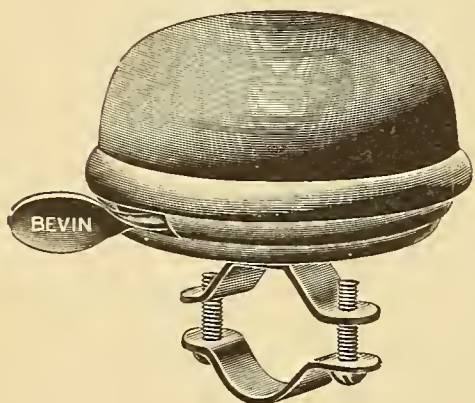
"Of course, racing was about the only pastime that could be indulged in to any extent, and impromptu meets were numerous while rivalry ran high in the neighborhood as to who was the holder of the speed record. And a race on the level with those machines would not be half as exciting as a sprint between two nurse maids with baby carriages, so races were always run off on the steepest and longest hills that could be found. It wasn't long before every owner of a velocipede in my neighborhood had undertaken to emulate the bicycle by relieving their mounts of one rear wheel and blocking the other in the center of that spreading rear axle. The whole operation consisted of removing the offending wheel, boring holes through two long blocks of wood and placing the other wheel between them on the centre of the axle. And the single rear wheel never by any chance stood straight; it always had a pronounced list to one side or the other. A fleet of this things gods.

"New York was probably the first city

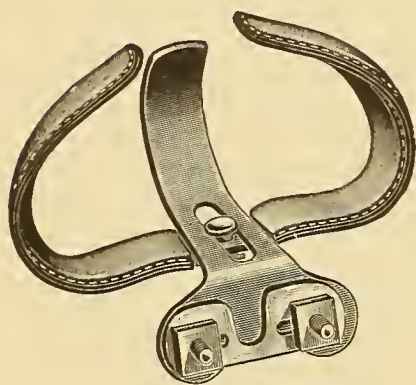


# THE 'Good Old Standbys'

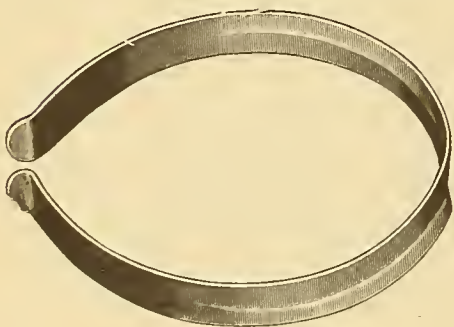
## BEVIN Bells



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Prices as Interesting as ever.

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in the country to introduce the cable road, and as the asphalted space between the rails provided the only smooth stretch in the whole town, it proved the undoing of many a wooden velocipede. It was of ours at any rate. The road was well uptown and could boast some very respectable hills. One of these was our stamping ground. I well remember that afternoon when all four owners of the undivided fourth interests in the steed sallied forth and took turns riding a block at a time to the scene of the fray. There was seldom any lack of challengers at that spot and the occasion in question was no exception, for there was a steed there that was owned in undivided halves, and its owners—two German boys, were on the spot and ready for all comers. The cable road was still new, although it had seen several months' service and the latter was what put an end to our wooden steed for all time. When the road was first laid the slot for the cable attachment was spaced with mathematical exactness and you could be sure it was the same width in all places. Unfortunately, that didn't last very long; after a short time in service it was all kinds of widths.

"It didn't take long to arrange the preliminaries of that race. As a car only came along there at half hour intervals, there was no fear of interference and one rider was started down-hill on each track with the front wheel of his mount in the cable slot. All he had to do was to hold on and pedal. The word was given and with a regulation shove-off the riders got away and it was nip and tuck for almost a block which took as long to cover as a quarter of a mile does now. Then our side—the eldest owner of the undivided fourth, began to draw ahead. The distance was three long blocks and we thought the race was already ours. Our man was increasing the gap by inches and it seemed to be only a matter of what he would win by, when going strongest, he came down with a thud blended with splintering wood. His front wheel had plunged through the slot right to the hub, and there it stuck with him on it, too dazed to realize what had happened.

"Our Teutonic friend had everything to himself and kept right ahead at full speed, until half a block later, he, too, came to grief, much to our consolation, although the latter was not increased by the fact that he easily extricated his machine while ours was jammed fast and only the combined efforts of its four owners sufficed to drag its splintered wheel out of the grip of the slot. One glance was enough to see that it was done for. We had never heard of such a thing as a repair shop where velocipedes were made whole, so it was a mournful crowd that took turns in toting the wreck home. It was consigned to the garret and never saw the road again. A few years later I became the proud possessor of my first safety and have never been without a bicycle since, but strange to say, none of the other owners of that velocipede ever took to the bicycle."

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## WHEN THE LADY PACED

Being the Tale of a Fractured Road Record  
and Some Other Things.

"It was Thinley's idea, and Thinley was always up to date; in fact, it may be said, he was before his time," writes H. W. Bartlett in *Cycling*, of an amusing attempt to annex the century road record long before the advent of pacing or the pneumatic tire. "Some of his ideas were scoffed at, but in after years the scoffers lived to see similar ideas become popular. If Thinley had his deserts, he would to-day be drawing huge royalties on some of his patents, but most of his productions were allowed to lapse, only to be afterwards copied and boomed by those who are now reaping the reward which should belong to Thinley, who, as I have already said, was before his time. At the time of the adventure which I am about to relate, Thinley was in business as a cycle manufacturer. It was, of course, before the introduction of the pneumatic tire, and Thinley's specialty was a bicycle on the designing of which marvellous energy had been expended; it had tangent spokes, a ball head, a suspension anti-vibratory frame and many other characteristics which have since been adopted in more modern machines, but then Thinley was too previous.

The hundred mile record was held by Gale, who used a bicycle made by a rival firm, his time being somewhere in the neighborhood of six and a half hours. Now Thinley was most anxious to get this record on one of his machines—the Rippet. He had in his employ a young-apprentice named Chatterley, who was a remarkably good road rider, but Thinley did not intend to rely either on the ability of the rider or the superexcellence of the cycle in order to obtain the coveted record. He was almost the first man to realize the great value of pacing, and he determined that when his man went for the record he should be paced by a machine combining the advantages of complete shelter and unlimited speed. All the winter he plotted and schemed at his drawing board; experiment after experiment was tried, found wanting and discarded. By Easter his wonderful pacing machine was on the road, and almost before the season had opened his plans were ripe for the absolute pulverization of the hundred miles record.

"Seen from a distance, Thinley's marvellous pacing instrument appeared to be an ordinary tandem tricycle with a 22-inch front wheel and two 40-inch side wheels, all, of course, fitted with solid tires. It was perhaps strange that the front seat should be occupied by a woman in a voluminous skirt, Thinley himself sitting behind and steering, the two handle bars being connected by a rod. A closer examination of the "lady" revealed the fact that Thinley, indeed, was in advance of the times. The shapely form of the fair rider was a hollow mockery concealing a wonderful little en-

gine, driving the front bottom bracket axle by means of a chain, which, of course, was completely hidden by the 'lady's' skirt, another chain conveying the power from the bracket to the axle of the two driving wheels.

"The motor was on somewhat similar lines to those now used on motor bicycles; it had a single cylinder, water cooled engine using as fuel a type of heavy oil similar to kerosene. Although Thinley was born too soon he did not pretend to have invented the carburetter, and his method of gasifying the fuel and blending it with the air so as to form a combustible mixture, was highly ingenious. In the inlet pipe of the engine was a metal cone, which previous to starting, had to be warmed, but once running it was kept hot by the exhaust. The oil was sprayed on this heated cone, so becoming atomised and, mixing with the air, was drawn into the cylinder through the inlet valve. An electric spark ignited the mixture, the explosion driving the piston down, so turning the large fly-wheel on the crankshaft, on which also was a chain wheel carrying the chain to the bottom bracket mentioned above. The oil and water tanks, battery for ignition purposes, and other articles necessary for the well-being of the engine, were concealed in the 'lady.'

"But even more wonderful still, Thinley, the genius, arranged that the exhaust from the engine should be utilised to heat water, so that the rider who was being paced could be provided with hot drink or food on demand. Thinley, on the rear seat of the tandem, could open a little door in the 'lady's' back, either to attend to the requirements of the engine or to obtain refreshments to satisfy the wants of the hanger-on. During the experimental stage the 'lady' became quite a celebrity in Thinley's factory, and was christened Mary, by which name she was known to the men—at least, to all those who were in the secret. When ready for the road, Mary sported a stylish blouse and a fashionable hat, her paper-mache countenance wearing a complexion which asociety beauty might have envied. Many were the speed men who had it 'passed through them' by the speedy lady-front tandem, and Thinley used to enjoy the sensation of rider after rider who endeavored to hang on.

"About July everything was ready for Chatterley's great attempt on the hundred miles record. Mary was tuned up to concert pitch, her inside filled with a conglomeration of oil, water and electricity, beef tea, bananas, rice pudding, etc. It was an ideal summer morning when Timekeeper Jilson gave the word to go, and the tandem manned (?) by Mary and Thinley shot away with Chatterley close behind. They went off so fast that before they were out of sight the little knot of friends at the starting point prophesied that Chatterley would not stay the full hundred; but they did not appreciate the advantage he had of being paced by Mary. Closely tucked in

behind the tandem, Chatterley reeled off mile after mile at nearly nineteen to the hour. Going up Falconbury Hill the record breaker shouted to Thinley for a drink; the latter opening a door in Mary's back, turned a little tap, which allowed some of the exhaust gas from the engine to pass out by a small branch pipe which had been arranged in coils round a tin of beef tea, and in a few moments some of the steaming hot liquid was handed to Chatterley, which he drank with great gusto, returning the can to Thinley, who replaced it in Mary's provision chest.

"Old road-racing men will remember that on the occasion of twenty-four hour races the course lay right through the cathedral town of Paulboro, and to avoid the execrably bad paving the officials used to 'arrange' with some of the minor authorities at the cathedral to allow the men to go through the cloisters. Chatterley, still going strong, indulged in a warm drink every fifteen or twenty miles, Thinley varying the menu according to the humor of his charge. Near Mire Siding they were held up by a policeman, who, being shocked at the terrible speed of the tandem, stood in the road and tried to stop the calvacade. Thinley steered the tandem straight at the constable, who jumped aside just in time to avoid a collision, and Chatterley, looking over his shoulder, caught a glimpse of the irate official shaking his fist at the vanishing cyclists. Thinley scented trouble but as they had arranged with the timekeeper to finish at the same point as they had started from, the course could not be altered, and they had to return by the same route.

"It was here that the policeman showed his ingenuity; guessing that the riders were on record bent, he awaited their return, and as they came flying down the well-known Poultry Hill the policeman appeared, accompanied by a large sow, which waddled across the road, and would have caused a terrible smash had not Thinley, with great presence of mind, given Mary a thump in the back, which stopped the engine, and this acting as a brake pulled the tandem up in a few feet. Chatterley narrowly escaped a bad fall by riding on to the grass at the side of the road and subsiding gracefully into the hedge; then came the usual demand for names and addresses, and while Chatterley engaged the constable in a heated argument Thinley succeeded in lifting Mary from her seat on the tandem and propping her up against a fence by the roadside; then returning to the policeman he said: 'You must take the lady's name; she is entirely to blame, as she was on the front of the tandem.' Thinking, perhaps, that one woman was safer game than two men, the constable proceeded to interrogate the fair cyclist.

"Directly his back was turned, Thinley sprang on to the back seat of the tandem, and, starting up the now uncovered engine, shouted to Chatterley to 'Come on!' Chatterley, though sore and badly scratched by



his contact with the hedge, jumped on his machine, leaving the policeman in a violent but one-sided altercation with Mary, with whom he was getting very cross, and, thinking her silence assumed, he attempted to give her a gentle shake, when to his horror she fell on him, knocked him prostrate on the ground, and proceeded to pour hot beef tea all over his face. The last thing the record-breaker saw was a furious wrestling match between the man in blue and Mary, and Mary seemed to be getting the best of it.

Thus ended Chatterley's famous attempt at record. Had it not been for the officiousness of one solitary country policeman he would have put up a time which would have stood for years. Of course the credit for the ride was entirely due to Thinley—and Mary, who foresaw the great advantages of mechanical pacing; but then Thinley, as I have said, was before his time."

#### Motorcycling in the Malay States.

The first physician, so far as is known, to use a motor bicycle in the Malay State, is Dr. Watson, of Klang. He says the machine has proved invaluable, as it enables him to cover more rapidly his huge district which stretches from the Negri Sembilan boundary along the coast to the frontier of Perak. On two successive days recently he covered 40 and 60 miles respectively, on his rounds, which, he believes, is a record for travel in that country.

#### Arrested Road Racers are Acquitted.

All the competitors in a road race from Berlin to Frankfort last year were summoned by the police authorities for transgressing the legal speed limit, and they have all been acquitted after a long and hard fight on the part of the German Union which took up the matter. The authorities at Brunswick, whence the summonses emanated, are not regretting their action.

#### Some Tips on Training.

"Aspirants who aim at the highest possible speed over short distances should certainly pay more attention to diet than the riders who make long distance work a specialty," says an old trainer. Of course, the latter could improve their form by an exhaustive study of how, when and what to take into their stomachs. One of the most important essentials is to keep the inside clean, and before going into hard training a good purgative should be taken. The rider will find that three times the first week, twice the second and once a week thereafter will tone up their systems in fine shape. To counteract this mode of procedure, however, good substantial food must be taken at regular intervals, not spasmodically as many riders, especially amateurs, are prone to do. Scratch midnight suppers from your daily menu, for they are ruinous to health, happiness, and everything else.

"Some speed merchants have become possessed of the erroneous idea that the more they eat the stronger they will become. That this is a mistake I need hardly say. The sole art of dieting consists in obtaining the best results from the smallest quantity of food, that is to say, quality is preferable to quantity. There is more nutrition in half a pound of the best rump or porterhouse steak than in any amount of meat of an inferior quality, and the gain in masticulation naturally is a big one. The same rule applies to eggs and naturally the newly laid product of the prolific feathered species is preferred to the doubtful refrigerated product.

"Breakfast should be eaten not later than 8 a. m. and the better the foundation in the morning the better the work of the day can be got through. Weak tea or cocoa, better the latter, chops, eggs, stale bread or toast and oatmeal, is a good starter for the day. One o'clock is a timely hour for

dinner. Always give preference to steaks, but roast beef, roast mutton and chicken can be 'rung in.' Eat sparingly of potatoes unless they are well boiled, avoid carrots, and pin your faith to peas, beans, asparagus and cauliflower. I never let my 'patients' indulge in beer or wine although a glass occasionally will tone down the system, but it is bad to get in the habit of thinking liquor indispensable. I know the Frenchmen train on a bottle of wine, cigarettes and highly spiced entrees, but there has never yet been a French crack who has not been downed by our Americans. Filtered water and scalded milk are about the best liquid refreshments. Rice puddings, custards and fruit in season are admirable, but eschew pies and pastries. The less variety of food the better and always eat at the same time daily."

#### Insurance View of Motorcycling.

People not familiar with motor bicycles are often heard to remark that they "would not trust their necks with one," "what would happen if you had a fall?" "there are so many accidents on them," and so forth, all of which seems ridiculous to those who ride and know. Records do not show that there are more serious falls on motor bicycles than from other vehicles, when ridden anywhere near the bounds of reason, and that accidents are generally the fault of the rider.

In this connection it is interesting to know how insurance companies look on these machines as risks. This was recently in answer to a San Francisco rider's question as to their position regarding an "extra preferred" accident policy. In reply, one of the largest companies of the Pacific Coast wrote: "It seems to be a well established fact in law that a motorcycle is a bicycle. If this is true, then under the terms of your accident policy you would receive double benefits for accidents occurring to you while riding a motorcycle."



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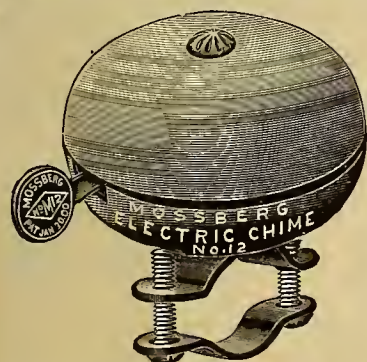
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**FOR SALE**—1905 Indian Motorcycle, perfect condition. Purchased in August, used as a sample mostly. **F. L. LUNIS**, Broadalbin, N. Y.

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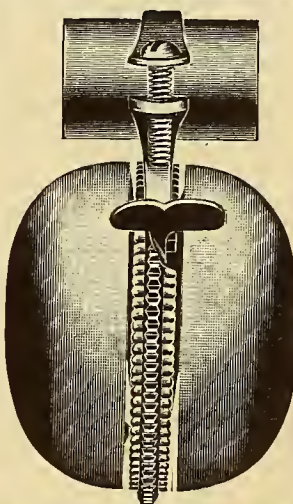
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813,681. Combined Tachometer and Cyclometer. Charles H. Warner, Beloit, Wis. Filed Sept. 6, 1904. Serial No. 223,342.

Claim.—1. The combination with a shaft and means for rotating the same, of a tachometer having a hub, a sleeve connected to said hub, and a cyclometer, and means actuated by the rotations of said shaft for operating said tachometer and cyclometer, the cyclometer-actuating means being inclosed within said sleeve.

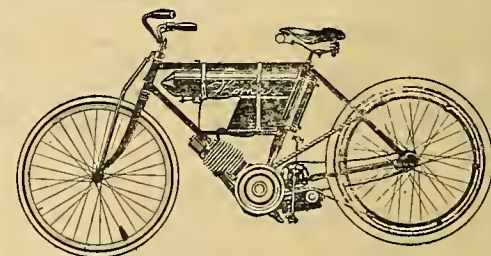
813,741. Velocipede. Claus A. Rudbeck, Gibson City, Ill. Filed Feb. 1, 1905. Serial No. 243,635.

Claim.—1. In a velocipede or analogous road-machine, the combination of propelling mechanism including a pivoted frame or lever, a pilot-wheel, and a steering-post operatively connected with said pilot-wheel and having a universal joint approximately in line with the fulcrum or axis of said pivoted frame or lever, substantially as and for the purpose specified.

813,742. Velocipede. Claus A. Rudbeck, Gibson City, Ill. Filed June 23, 1905. Serial No. 266,605.

Claim.—1. In a machine of the character set forth, the combination of a sectional steering-post, a pilot-wheel, connections between the pilot-wheel and a section of the steering-post, and a clutch between the other section of the steering-post and the machine-frame.

"Motorcycles: How to Manage Them." Price, 50c. The Bicycling World Co., 154 Nassau Street, New York.

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# The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LII.

New York, U. S. A., Saturday, March 17, 1906

No. 25

## PIERCE IS RECOVERING

Despite Serious Damage, Work on Bicycles is Resumed—Shipments in 30 Days.

George N. Pierce, president of the George N. Pierce Co., whose factory in Buffalo was practically destroyed by fire some three weeks since, is busy again with Pierce bicycles. He was in California when the conflagration occurred and until his return it is no longer a secret that there were grave doubts whether the manufacture of bicycles would be continued.

While the automobile plant suffered but slightly, the bicycle part of the business was struck a staggering blow. Not only were several hundred finished bicycles destroyed, but a very large quantity of frames and parts generally were rendered useless and as the Pierce people make all their own parts, including even their coaster brakes, it appeared that they would not have time enough to recover sufficiently to fill orders for this spring, which was almost equivalent to being put out of business. Most of the Pierce agents had received their 1906 samples, however, and their assurances of support and loyalty were so hearty that after a canvass of the situation, Mr. Pierce decided not to abandon the bicycle industry. The will being there, the way to repair the damage was quickly found and as a result it is now expected that the shipment of Pierce bicycles will be resumed within 30 days—which is good news to all those able to appreciate bicycles of quality.

## Reliance to Locate in Elmira.

Reports from Elmira, N. Y., state that the Reliance Motorcycle Co., now located at Addison, N. Y., will be removed to that city next fall. Elmira capital is already invested in the company, and it is stated, more will be put into it in order to erect a larger factory in Elmira and to operate on a larger scale.

## Baker Gets More Room.

F. A. Baker & Co., who handle Pierce bicycles and Indian and Curtiss motorcycles in New York, and do a distributing business in this district, have leased the store floor and basement of 37 Warren

street, to which they will remove on April 1st. At present they are occupying the second floor at No. 20 on the same street. The new place will add greatly to their elbow room. Baker is a strong "bull" on motorcycles and the new store will be equipped with an eye to their display.

"The only thing that bothers me," he remarked on Wednesday, "is the fear that I won't be able to get them fast enough."

Baker & Co.'s store in Brooklyn, in which Pierces, Curtisses and Thoroughbreds are handled, will be continued, of course.

## Why Norton's Cyclery is Closed.

Creditors of Ernest Norton, proprietor of the Cleveland Cyclery, at Woodland, Cal., are literally "after him," while the sheriff is in charge of his establishment. George W. Walker, an old friend, loaned Norton \$1,000 on his personal note and during Walker's absence, it is alleged that Norton arranged to sell the cyclery to P. E. Nelson, who paid \$500 on account. When Walker returned and saw the trend of things, he attached the property; the other creditors also swooped down and Norton "dusted." Nelson is his chief mourner; Baker & Hamilton and Kimball & Upson, of Sacramento, are among the others. Norton's liabilities are placed at \$3,000; his assets are 0.

## Echoes of the Ephraims.

According to advices from California, Cortlandt street, New York, money and influence are alleged to be back of the Midland Automobile and Cycle Co., recently formed in San Francisco. Henry Ephraim, of the dearly remembered Ephraim Bros., late of Buffalo, N. Y., figures as a partner in the Midland concern, a fact to which the Bicycling World of January 27th last, called attention. Ephraim still has his nerve with him and, it is said, recently applied for admission to the San Francisco Board of Trade. The organization was "put wise," however, and Ephraim celebrated his non-admission in true Ephraim style, that is, by a big cut-price ad.

Frank O. Erricson, the Brooklyn agent for Reading Standard bicycles and Thoroughbred motorcycles, has enlarged. He has taken the store next door, now occupying Nos. 444-446 Dean street.

## ROSEHUED IN READING

Marked Improvement in Business Reported—Remppis Strong on Motorcycles, too.

If there is any one of the larger cycle manufacturers who have been thoroughly converted to the motorcycles, W. F. Remppis, owner of the Reading Standard Cycle Mfg. Co., is the man. At first he took them up largely to meet the calls of his agents, but, as he now frankly admits, he has seen the great possibilities, even probabilities, of the future, and there is nothing casual or prefatory in his interest. He is now "chockful of motorcycles" and his faith in them is unlimited and his faith and effort is achieving results.

"I myself am astonished at the way the Thoroughbred is taking," he said on Sunday last. He had received the mail on that non-workday and in it were twenty-six orders. "It is about the way things are going," he said in remarking the number of orders. "We already have sold more machines than we shipped during all of last year and if the present demand continues it looks as if we will be overwhelmed with orders."

"As to bicycles," he said, "while it has become a habit—a good habit—with manufacturers, as a rule, to talk hopefully, the cycle business really is fine. It is better than it has been for years and while we have enjoyed an increase each year, the present season will beat all records, if the demand continues and it looks that way. We have shipped almost half of our calculated output and are thinking of preparing for another 1,000 machines, as March and April should easily account for the output we had figured on."

## Death Claims "Barney" Whympers.

L. B. Whympers, for many years sales manager of the Crawford Mfg. Co., and long one of the prominent figures in cycling, died in New York on the fifth. His remains were taken to Baltimore for burial.

## The Retail Record.

Miami, Fla.—Rousseu & Umstead, new store.

Cheyenne, Wyo.—L. P. House sold out to Frank V. Wright.

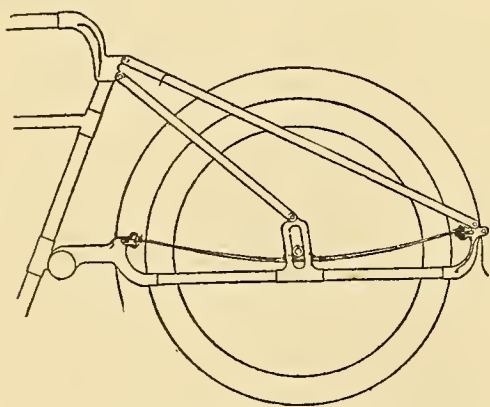


### USE OF ELLIPTIC SPRINGS

Foreign Designer Trying them on Motor-cycles—Advantages Claimed for Them.

With the increasing use of the motor bicycle, the matter of spring suspension is likely to assume some prominence. Up to the present, the telescopic mounting, and the helical spring have figured most largely in the making of the resilient elements of the machine. In nearly every type of spring device, whether intended for the front or rear of the machine, and whether acting directly, or through the medium of a certain amount of mechanism, these two have been in evidence almost to the exclusion of other possible types.

And this is well. For the telescoping sliding joint is eminently fitted for work



of this sort, being self-contained, not liable to deflection from its lines of action through the efforts of side thrusts, and above all, simple and easy to construct. Also, the helical spring besides being cheaply and easily built, is far less liable to breakage through excessive overload, such as is always to be contemplated in any work where the elements of usage are not all of them well defined, than is the elliptic type such as is used for carriage and motor car work, and which might be considered as an alternative in this case.

The elliptic type of spring, however, has many points which should serve to attract the notice of the motor bicycle designer, chief among which is its extreme resiliency. This is not to be equalled by any other type of elastic support, and on that account it should well come in for a share of consideration in this connection which, strangely enough, it seems not to have done up to the present. True, its use would entail a certain amount of alteration in the construction of the frame, and might also, unless it were applied with a due amount of caution and skill on the part of the designer, involve a deal of trouble to the rider through its tendency to excessive vibration. But, if properly applied, it is not unnatural to suppose that it might serve to advantage, especially in the heavier types of mount, bringing about a condition of easy riding which otherwise could not be attained.

The illustration here shown represents the first effort of the sort. It is the arrangement adopted by a French maker who has had the timidity to make this somewhat radical departure from the ordinary, and shows how simply after all a machine could be made when fitted with the semi-elliptic type of suspension. It will be noticed that the rear axle is made to float in a pair of slotted guides, one on either side of the frame, and taking the place of the slotted ends of the fork now used. The springs are fixed at either end of the rear fork which has been elongated for the purpose of taking hold of the rear end, an extra stay being run down from the seat post to carry the extension. One spring is placed on each side of the rear wheel, thus carrying the axle in perfect balance, and the guide plates are stayed to the seat post so that that in this way the fore and aft position of the wheel is always absolutely determined. The purpose of the curved guide plates is, of course, to cause the axle to move forward slightly whenever the springs are deflected, so that the chain tension shall be maintained constant under all circumstances.

By this means, the entire rear portion of the machine, carrying, as it does, the greater part of the load, is suspended in the identical manner that is employed so successfully on motor cars. One very great advantage of this arrangement is that the elliptical springs have a much longer period of vibration than the helical type, so that the suspension requires a longer time to recover from the effect of a shock than does that using the common type, and hence, the rebound from a bump is less abrupt and forceful, and the effect upon the rider is more gentle and cradle-like than is to be attained in any other way. By the same token, however, the plunging action of the elliptical springs continues longer than that of the helical type, several distinct oscillations being required in many instances before the suspension completely recovers its balance. This defect, it is possible to overcome by the use of shock absorbing devices, on the other hand, thus rendering the mounting of the machine as efficient and satisfactory as that used on the heavier types of motor vehicles, albeit somewhat more complicated than that now in use.

### Why Solder Should be Avoided.

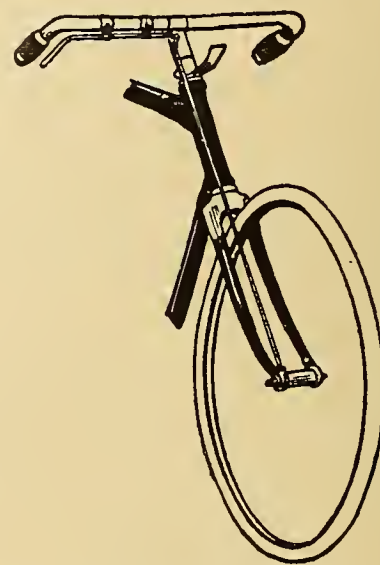
In all work about the electrical installation of the motorcycle the use of solder should be avoided as much as possible, as the heating of the parts tends to harden the copper conductor, and also as the flux tends to soak into the insulation and injure it, rotting it in some cases, and in others, where a metallic salt is used, impairing its insulating quality. Where soldering is absolutely essential, a non-conducting flux or soldering compound should be used, or failing in this, simple resin.

### HUB BRAKE ON FRONT WHEEL

Old Idea in New Form—How it is Applied and Operated.

Despite the efficiency of the average backedalling brake, it is frequently desirable to have some additional means of checking the motion of the cycle for emergency use, and to safeguard the machine in the remotely possible event of failure on the part of the regular standby. In Great Britain, where they dote on a multiplicity of brakes, front and rear, one of the concerns has recently departed from the usual types and is offering the front hub brake, shown by the accompanying illustration.

The form of internal expansion brake employed, which though embodying an old



idea in a somewhat novel application, has about it considerable merit, and should prove efficient in service and reliable, besides being sufficiently flexible to be applicable to various types of machine, and adaptable to any method of application desired by the user.

As will be seen, it consists essentially of a coiled spring which lies within a chamber of the hub normally out of contact with it, and is applied by the simple expansion of its coils. In this way, the braking pressure is made thoroughly uniform about the entire wheel, and the strains consequent upon the use of the rim type thereby done away with entirely. The connection to the handle bar can be made in any way, thus making it possible to utilize any fittings already installed. One of the great difficulties experienced in the use of front wheel brakes up to the present time, in the limited use to which they have been put, has been that they usually were too "fierce," and were more of a menace than a help to the rider on this account. In this type of brake, however, the difficulty is wholly overcome by the gradual application of the braking effort through the uniform and slow uncoiling of the spring, which may be graduated to give just the desired amount of power required at any time, yet is capable of unlimited application on demand.



## SHAFT DRIVE FOR MOTORCYCLES

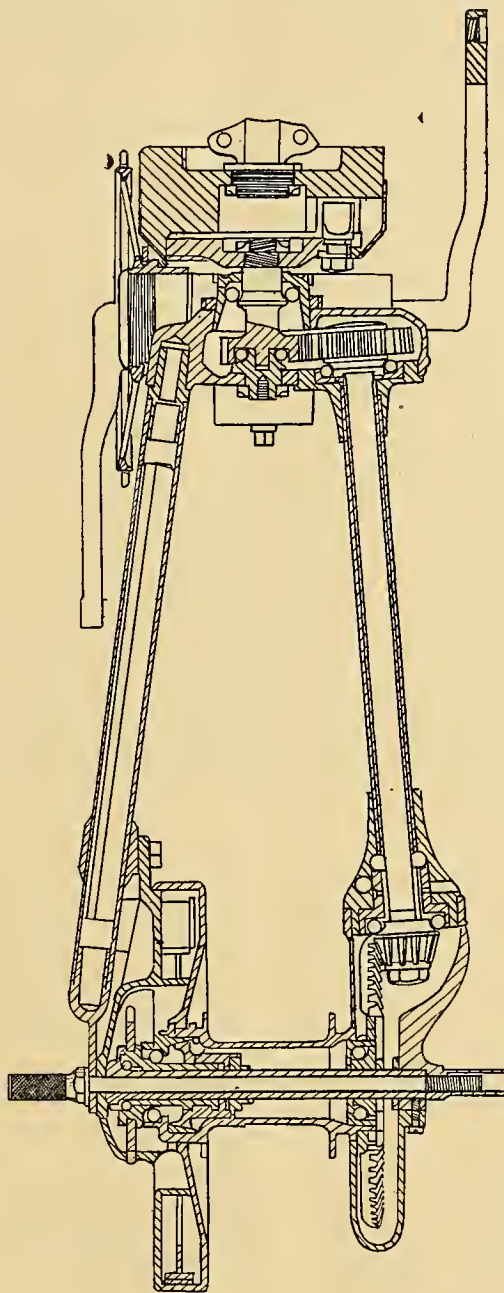
How it is Applied and how it Operates—  
Good Example of Foreign Practice.

While many motorcyclists look forward to the day when the shaft or bevel gear drive will put an end to belt and chain troubles, the day seems still far removed. When the Pope Mfg. Co. first took up motorcycles it is a matter of "inside" knowledge that they worked out a bevel gear transmission, but the cost of it was so great that it proved prohibitive and, in consequence, the machine was never marketed. So far as is known, this was the only serious effort made to produce a shaft-driven single cylinder motor cycle. All other attempts of the sort having centered on multicylinder machines of foreign manufacture. The four-cylinder F. N. is a good example of the sort, the accompanying illustration showing how the idea is carried out and making it easy to trace the transmission. The transmission of the power is from the motor shaft to the rear wheel. It must be borne in mind, of course, that the four cylinders of the motor are placed tandem so that the crankshaft is parallel with the frame and the shaft entering the block shown at the right of the sketch just forward of the hanger, forms a natural continuation of it. The latter is carried on two sets of ball bearings, the function of one of which is to take up the thrust of the engine and terminates in a pinion meshing with another of double the number of teeth and keyed to the shaft encased in the right hand tube of the fork. This gives a reduction of two to one from the speed of the engine to that of the driven shaft.

On the other end of the shaft encased in the fork tube is a bevel pinion or gear wheel meshing with a gear rigidly attached to the hub of the driving wheel, exactly as in the chainless bicycle. It will be noticed that this shaft is likewise supported on ball bearings at no less than three different points. At the bevel gears, the speed is further reduced in the proportion of about six to one, so that the approximate reduction between the speed of the engine and the driving wheel would be about eight to one; that is, for every eight revolutions made by the crank shaft of the motor the driving wheel will make one. All motors of this type will run smoothly at very high speeds, reaching at times 2,500 revolutions per minute, a heavy reduction is an absolute necessity in order to obtain sufficient traction at the point of contact between the wheel and the ground, as well as to insure a reasonable rate of progress. This reduction, or gearing down, is also necessary in order to prevent the engine stalling when climbing gradients. If, for instance, the normal power be delivered at 2,000 revolutions per minute, a gear reduction that would cause this speed to fall off

unduly upon the application of an overload, such as going up a bad hill, would so decrease the amount of power as in all probability to stop the engine and thus make it a poor hill climber. In other words, the power decreases disproportionately to the drop in speed, so that an engine rated at five horsepower at 2,000 revolutions per minute, would probably not develop 2 horsepower at 1,000.

The crank hanger of the machine is placed beneath the motor driving gear and



is entirely independent of the latter. It carries a sprocket on the left hand side and chain to the rear wheel, the gear being very low to permit of easy starting. The driver is merely of the free wheel type and carries an independent internal expanding brake applied by hand. This is represented by the enlargement of the hub on the left hand side, which is bolted to the fork. This form of construction is not alone extremely compact and dust-proof which permits of all the moving parts of the mechanism being run in oil, but represents an adaptation to the motor driven bicycle of a form of propulsion that has been found more effective than any other.

## HOW MOTOR'S POWER INCREASED

Seeming Phenomenon and the Explanation  
—Old Engine "Grew" Eight "Horses."

That a gasoline motor, like wine, should improve with age, and not simply that, but that it should, like the strong waters, grow stronger as it grows older, is an idea which would be laughed to scorn by the average novice, and turned down with a contemptuous sniff by many a more experienced man. Nevertheless that it may sometimes happen when the motor has been given the best of treatment, was demonstrated recently when a four-cylinder motor which had been in use on a motor car for two years, showed an increase of something like eight horsepower when tested on the same block on which it had originally been tried out.

When first turned out from the shop, the final test had placed the rating at 32 horsepower, and during the time that it had been in use, its owner had never occasion to question the truth of the statement. He had given it the best of care, and had been unusually fortunate in his freedom from mishap. When it was returned, the tester at the factory was curious to compare its present power with that which it had originally yielded, and put it to the test.

When it was found that the new rating was a strong forty horsepower, it was at first supposed that something must be wrong with the test, but on re-running it, the previous result was again obtained, and the fact of its actual increase in power thus indisputably established.

This may sound like a "tall tale" to many motorcyclists, but it is perfectly possible to account for this apparent anomaly by considering the two natural effects of continuous service under the best conditions. For, in the first place, as the machine is used, all the wearing surfaces are gradually reduced to a perfectly glazed finish, all little errors in alignment which might at first existed are reduced automatically, and by this means the factor of engine friction is reduced very materially. Also the same use tends to enlarge all the bearings on account of the wear. In such parts as the crank shaft and connecting rod bearings, this enlargement is counteracted by taking up the bearings as they become loose, but in the case of the cylinder walls, no such taking up being possible, the wear simply continues to enlarge the bores, the piston rings, by the same token expanding and still keeping the pistons gas tight.

The ultimate effect of this is that the cylinders become larger and thus the dimensions of the motor are altered, although by an almost inappreciable amount. This in itself, however, is sufficient to cause a very material increase in the power, since the area of the cylinders increases with the square of the bores.



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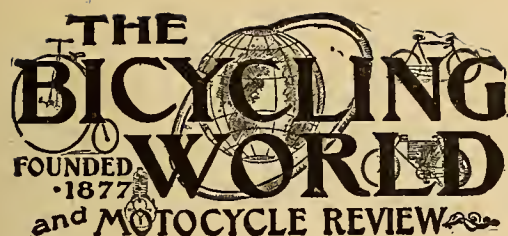
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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, MARCH 17, 1906.

### The "Quick" and the "Dead."

According to sworn and authenticated testimony brought out in the course of court proceedings last week, some 25 of the most prominent factories in the United States during the past three years, have produced 47,000 automobiles, of which number 17,000 were manufactured during 1905.

Of the, say 101, other factories, great and small, engaged in the same industry, the estimated production during the last year was 15,000 vehicles—a total of 32,000.

During the corresponding 12 months, it is safe to say that a mere trifle of not less than 132,000 bicycles were turned out by, say, about a dozen plants, to say nothing of the parts for many thousands, that were assembled elsewhere, both at home and abroad.

If the public prints are reliable and the utterances of the man in the street are worth anything, the automobile business is booming with an all conquering boom, while the bicycle business is "dead."

All of which affords food for mastication; also, it shows the value of being kept in the public eye and in large measure of the industry of well paid press agents which the bicycle business once had, but

now lacks, although requiring their services more than they were required when they were drawing their well paid stipends. In passing, it is fair to remark also that the automobile is not only much larger and showier than the bicycle, but that it makes more noise.

### Voids not Easily Filled.

Unfortunate and untimely as was the serious damage to the Pierce factory, it served one good purpose. It brought home to not a few dealers that high grade bicycles are not as plentiful as once was the case, and are not to be had for the asking.

"I have almost built up my reputation on Pierce bicycles," said one of the Pierce agents a few days since, "and there is not another high grade bicycle for which I could get the agency if I wanted it; they are all taken up in my city."

There was another agent in a smaller place who gave mournful voice to practically the same sentiments, but in different language.

"I've only just begun to sell high grade bicycles," he said. "I've had a tall task switching my trade from the cheap stuff and have 'talked Pierce' so strongly that I don't see how any other bicycle can take its place."

This may appear like a puff for Pierce goods. But it is nothing of the sort. It might be said that Pierce goods require no puffing. The point is simply this: that despite pessimism and croaking, there is a keen demand for high class bicycles and that whatever may be the capacity of other factories and whatever may be their ability to meet the public demand, when one of these high class makers suffers embarrassment, there are in many cities agents for the particular brands of goods who would be "put to it" to fill the void created by the embarrassment. It is a situation that is quite generally overlooked. High grade bicycles are no longer a drug on the market.

### To Interest Young America.

That "Young America" must be kept in mind in any effort that may be made to increase interest in cycling, goes without saying. It is from the rising generation which most of the keenest enthusiasm is to be expected. How to enthuse it is one of the pretty questions that arise.

In seeking the answer, the Public School Athletic League, which, in New York, at least, is growing formidable, suggests itself with more than usual favor. It is composed exclusively of the "rising generation," and

already has been made the subject of not a little philanthropy—some pure, some adulterated. New York City has appropriated \$500,000 for athletic fields and New York newspapers have provided 2,000 silver and bronze medals, eight sets of each being given to each school represented in the League, and medals also being provided for a "grand final meet," open to winners of events in the school field days. There are no cycling events included in the games, which leaves open the door for cycling "benevolence."

If the Cycle Manufacturers' Association and the Cycle Parts and Accessories Association are really seeking an avenue by way to reach "Young America," the route via the Public School Athletic League is clearly marked. With the diversity of wares produced by the members of the two associations, the presentation of prizes suitable for a cycling event in connection with each "field day" or, better yet, for a purely cycling meet open only to the youngsters, becomes a matter of comparatively small moment.

That such a meet would stir the schools and cause youthful tongues to wag of cycling and create wide interest and enthusiasm, scarcely admits of doubt. And what is possible in New York is possible in other places, but New York is a good place in which to inaugurate the experiment for New York annually "sets the fashion" for the whole country.

The suggestion is respectfully submitted to the cycle trade associations most concerned. The Bicycling World stands ready to do its full part in any movement of the sort that may be undertaken.

### Hands that Should be Kept Off.

If it should come about that a few professional race promoters and track owners should obtain the controlling reins of the N. C. A., it will be a sad day for cycle racing, and, if they are wise enough to see it, for the promoters and track owners themselves. The further they keep in the background the better will it be for everyone and everything concerned. Government of sport must be kept free from suspicion of sordid motives.

Cycle racing never can be run on the baseball idea in which men are bound body and soul and sold or are traded like pieces of furniture. If the N. C. A. is to live and thrive and command support and respect, it is imperative that the presidency and the board of control be filled by men who have no selfish interests to serve.



### Where Home Trainers are Kept Busy.

Although the uncertain weather during the winter has not been conducive to outdoor riding, the Long Island division of the Century Road Club Association has not been idle. They have been holding home trainer races every Sunday at the club house, Bedford Rest, Brooklyn, which have been the means not only of keeping the riders together and in shape for early spring runs, but also of arousing interest among club members generally.

On Sunday last, 11th inst., the final meet of the mid-winter tournament was held and it proved to be the most exciting of them all. The run-off of the tie between A. B. Eifler and Fred C. Graf, Jr., at one-half mile, proved the "thriller" and was won by the latter by a narrow margin. The events have been open to association members only. Emil Greenbaum won the half-mile novice in 1:43½, with William F. Jacobs, second. A. B. Eifler finished first in the two-mile handicap. He had an allowance of five seconds and finished in 3:01¾. F. C. Graf, Jr., (five seconds) was second in 3:06½. The time made by the two scratch men, Joseph M. Eifler and Gustave Duester, was 3:07½ and 3:07¾, respectively. The Century men instituted a novel roller race in their ten-minute affair. Duester succeeded in piling up eight miles, while Joseph Eifler was a close second with 7½ miles.

During the tournament the following association records were established: One mile, 1:04¾, Gustave Duester; two miles, 2:21, Joseph M. Eifler; five miles, 6:54, Gustave Duester, and ten miles, 14:53¾, Joseph M. Eifler.

### Cycle Race Caused Row in Armory.

The two-mile bicycle race at the Eighth Regiment games, held in the armory at Ninety-fourth street and Park avenue, New York City, last Saturday night, 11th inst., nearly ended in a riot. Twelve laps constitute a mile on this floor, and in the twenty-third lap, C. W. Ledyard, of the Twenty-third Regiment, cut inside the chalk line on the north side of the track, passing the leader, George Cameron of the Eighth Regiment. He finished first and claimed the race. According to eye-witnesses, Ledyard had room to go through on the pole when Cameron swerved and bore him inside.

The moment Cameron crossed the finish line he jumped from his wheel and made a protest to the judges. The spectators, or at least the majority of them, naturally were with him and several hundred swarmed like bees on the floor, surrounding the riders and judges. The uniformed members of the regiment at first did nothing, but after the judges had formed a group to decide the result of the race, several of the soldiers began to push and jostle every one in sight. Some were inclined to fight, but Major D. F. Murphy finally restored order.

The judges gave the race to Cameron, disqualifying Ledyard, and there were

mingled cheers and hisses when the decision was announced. William Vanden Dries was moved up to second place and Charles H. Cunningham given third place. The time was 5:02.

### Amateurs who may be Invited to "Turn."

It is quite likely that several amateurs will enter the ranks of cash chasers this year, though involuntarily, and the turning will be done at the meeting of the National Cycling Association next Monday night. It has been quite an open secret hereabouts that not a few amateurs have accepted money for pulling another, while others have received money to buy prizes which did not materialize.

It will be a good thing for the game if a dozen or so of the amateurs are made professionals or this summer the ranks of acknowledged cash chasers will be noticeably thin. There will be plenty of newcomers to keep the amateur heats filled. Among the riders who may "decide" to ride as professionals this season, are Edward Rupprecht and Charles Franks, of the New York Athletic Club; James Zanes, National Athletic Club, Brooklyn; Alfred Ashhurst, Newark; Teddy Billington, Vailsburg, N. J.; J. J. McKinnon, Boston, and Fred Ernst, Rochester, N. Y.

### For the Irvington-Milburn.

Whether the time-honored Irvington-Milburn road race will take place this year is a question that has been left to the business men who are established along the famous course to determine. So far as the Bay View Wheelmen are concerned the event will be run. Plans were formulated at a meeting last Saturday night by the club members and a committee consisting of Captain Jack Wuensch, Augustus Krantz, H. Dratsall, G. Louell, Henry Maull, W. Ryan and Edward Wuensch, appointed to arrange for the classic event. The committee will canvass the business houses along the course this week, and also call upon the dealers in Newark and New York, to ascertain what support can be obtained from these sources. For several years the race has not been paying for itself, it is claimed, and another year may see its abandonment unless the men who profit by it come to the rescue.

### To Issue Diary for Motorcyclists.

The annual "issue" of the Federation of American Motorcyclists for 1906 will take the form of a "Members' Diary"—a little volume of vest pocket size, which is now on the press. In addition to sundry items of interest and value to motorcyclists and a number of blank pages for memoranda, it contains pages for the recording of each day's mileage, the destination, the state of the weather and the quantity and cost of gasoline and lubricating oil purchased. The Diary includes also the conditions that will govern the awards for mileage and touring performances.

### Spill Caused the Paris "Riot."

In the twelve hours' team race at the Velodrome D'hiver, Paris, February 18th, of which mention of the unfortunate termination was made in last week's *Bicycling World*, fourteen teams lined up for the fray and when the pistol was fired denoting the expiration of the twelve hours, fourteen teams had covered the same distance, 259¼ miles. Although there were many spills, tire punctures, etc., the conditions of the race allowed for such occurrences, just like the New York six-day race, which the Frenchmen are trying to copy on a small scale. The final sprint for positions was over six laps, but before two had been covered a general smash-up resulted. The riders who managed to clear the mass of piled-up riders and wheels started to sprint, among them Robert Walthour, who was teamed up with Jacquelin. The crowd did not like to see the other riders sprint and threw chairs, bottles and other articles on the track and at the riders, crowded the enclosure and generally played havoc. The officials lost their senses and neither stopped the race nor declared a result. Later the race was given to Ingold, but the other riders who were held back have protested, including Walthour.

### Rochester Organized, Wants F. A. M. Meet.

The Rochester Motorcycle Club, Rochester, N. Y., was formally organized on the 8th inst., with these officers: President, A. D. Fisk; vice-president, F. L. Hunt; secretary, Thomas Dransfield, Jr.; treasurer, Herman B. Brown. Thirty-six riders were present and were enrolled as members.

President Fisk was among those who had been moving to have the annual banquet of the F. A. M. held in Rochester and as soon as the organization of the club was completed it was voted to make formal application for that function. This was done immediately and the mail vote of the executive committee of the F. A. M., which will decide between Chicago and Rochester, is now being taken.

### Lockports Celebrated Anniversary.

Twenty years ago this month the Lockport (N. Y.) Wheelmen came into existence through the merging of the rival Niagara and Lock City bicycle clubs, which had enjoyed a short and rather precarious existence. On Thursday night of last week the Lockport Wheelmen sat down to a banquet to commemorate the occasion. Several prominent men in legislative affairs addressed the cyclists after the "spread."

### How Germany Resembles New Jersey.

Germany is preparing to "soak it to" owners of motor vehicles in the form of imposing a heavy tax. Motorcyclists come under class A, the tax upon which is 10 marks, about \$2.38. Non-residents visiting Germany will in future have to pay three marks for a three days' visit, fifteen marks for a five days' visit, and forty marks for a thirty days' visit.



## VIRGINIAN'S LOVE FOR HORSES

**Leads to Introduction of an Amazing Bill—  
Bicycles and Motorcycles Both Affected.**

Virginians are noted as lovers of horse-flesh. Representative Byrd of the Virginia House of Delegates, is of the number and his love is apparently so great that he would make it possible for city and county officials to practically sweep all other forms of conveyance off the highways. He has introduced into the House a bill to "regulate the running of automobiles, locomobiles and other vehicles and conveyances whose motive power is other than animals." It is officially denominated House Bill No. 98, and if not only the Virginia motorcyclists, but the Virginia cyclists, do not "look sharp" and protest quickly and emphatically, they may find it wise to pack their cycles in camphor or to throw them overboard. For Mr. Byrd's form of regulation is so complete and far reaching that not even pedal-propelled bicycles are exempted.

The bill seeks to make it "unlawful for any person or persons, except in accordance with this act, to run, drive or operate any automobile, locomobile or "any vehicle of any kind, the motive power of which shall be electricity, steam, gas, gasoline or any other motive power except animals."

Of course, Mr. Byrd desires that all these vehicles be registered—fee, \$2—and that they shall carry numbered tags. At night he would require that "a lighted lamp be attached to the rear of the machine in such a manner that the name and address of the owner, and the number of the machine shall be plainly visible at a distance of 50 yards," a requirement that would undoubtedly make it uncommonly interesting for any man riding a bicycle of any sort. Mr. Byrd would also have all vehicles, save the horsedrawn article, of course, stop at all toll gates where the drivers would show their registration certificates; the Virginia legislator would also require that certificates also be produced on the demand of any "constable, policeman or peace officer, or any citizen." He proposes four miles an hour as the limit of speed in built-up portions of cities, towns and villages and "around curves of bends" and "over rises and acclivities" in the public roads and at all prominent cross roads, likewise "at points on any public highway where there is a gathering of horses or persons." Otherwise 12 miles an hour is permissible. Users of such vehicles covered by the act are required to "keep a careful look ahead for the approach of horseback riders or vehicles drawn by horses or other animals," when he shall slow up and if signalled to shall immediately stop. Of course, all vehicles of the sort are required to carry bells and horns and sufficient "break or breaks"—that's the way the spelling in the bill puts it.

The penalty for violations is not less than \$10 nor more than \$100 and imprisonment for not less than 5 nor more than 30 days, or both. In the event of any damage the offenders' machine may be seized or impounded anywhere in the State, and in case of a second conviction his registration certificate will be cancelled and "thereafter none shall be granted." Mr. Byrd's bill also provides that any person who may witness a violation, "whether he be an officer or not" may lawfully arrest such owner or driver and convey him for trial to the nearest magistrate.

The one saving clause in the bill is that, if passed, it will apply only to those counties, or incorporated cities or towns in Virginia that may adopt it, which would seem to make it possible for each county or city in the State to exact payment of the \$2 fee.

President Betts, of the Federation of American Motorcyclists, has already taken up the subject with Mr. Byrd and in an effort to have not only motorcycles but bicycles exempted, has pointed out some of the impossibilities of the bill; also the undue burden which it brings to bear. He has also urged that the members of the F. A. M. in Virginia take quick action, and has called the matter to the attention of both bicycle and motorcycle manufacturers. As apparently there has been no opposition bearing against the bill, it would seem to have good prospects of passage.

## Pacific Riders on the Rollers.

Trego, of the Oakland (Cal.) Wheelmen, came within one-fifth of a second of breaking the Pacific Coast home trainer record at the inter-club tournament in that city on Wednesday of last week. The record is 2:04½. The occasion was an inter-club tournament and as the combined times of the Oakland Wheelmen were less than their competitors, that club was awarded the cup. The time of the various riders is as follows: Lundadin, California Cycling Club, 2:21; McTigue, Oakland Wheelmen, 2:10¼; Marnaln, N. C. W., 2:15½; Trego, O. W., 2:04¾; Lawrence, C. C. C., 2:21½; Fess, 2:28¾; Elkington, C. C. W., 2:23, and McGrath, N. C. W., 2:04.

## Indiana Dealers Arrange for Racing.

The Richmond (Ind.) Bicycle Dealers' Association is working along the right lines. It has planned an aggressive campaign and already has a road race scheduled for May 26th. The association is dickering for a track which, if acquired, will be utilized for bicycle racing every fortnight throughout the summer. The riders in the section are all enthusiastic over the plan and are planning to form clubs if the track is secured. The association has elected these new officers: President, John Darnell; vice-president, W. F. Brown; treasurer, William H. Dunning; secretary, W. T. Bradway, and assistant secretary, W. W. Scott.

## 815 MILES IN 24 HOURS

**Bouhours Sets up a Stupendous Record—  
Averages Almost 34 Miles an Hour.**

Emile Bouhours, the French pace-follower, has broken the world's professional paced twenty-four hours' record, accomplishing the feat in a three-cornered match race at the Velodrome d'Hiver, Paris, Sunday, 4th inst. During that time he covered 1,312 kilometres 666 metres or 815 miles 1,146 yards, thus beating the old record by nearly 200 miles. The old mark was set up by Jenny Walters at the Parc des Princes track in Paris, July 8, 1899. Walters, however, rode behind human pace.

The race started at five o'clock Saturday afternoon with Bouhours, Arthur Vanderstuyft, the Belgian six-day crack and Henry Contenet, the two-hour record-holder as starters. Contenet led at the first hour with 46 miles 1,703 yards, and, calling for more pace, got inside the world's record just after the second hour, leading the third, fourth, fifth and sixth hours, his time for the latter being 248 miles 661 yards, 9¼ miles better than the record. Bouhours was about a mile behind and Vanderstuyft eight miles, but the Frenchman held on to the roller of his pacing machine and took the lead at the seventh hour. At 1:30 a. m., Sunday, Bouhours was well ahead of records and rivals and he maintained this advantage until the finish. Vanderstuyft finished second with 1,265 kilometres and Contenet had ridden 1,243 kilometres.

## N. C. A. to Meet on Monday.

The long deferred annual meeting of the National Cycling Association will take place next Monday night, 18th inst., at the Hotel Bartholdi, New York City. Considerable business will be transacted, most important of which will be the election of a new president and chairman of the Board of Control.

A. G. Batchelder will not continue to occupy the president's chair, as he is now devoting his entire time to newspaper work and it is understood that R. F. Kelsey is ready to relinquish the chairmanship of the board of control. Just who their successors will be is not apparent, but P. T. Powers, manager of the six-day race, is looking for the presidency, and C. B. Bloemcke is mentioned for the other office. If these two race promoters assume full charge, several trains of thought will arise in many different directions.

## "After" the Chicago Track Again.

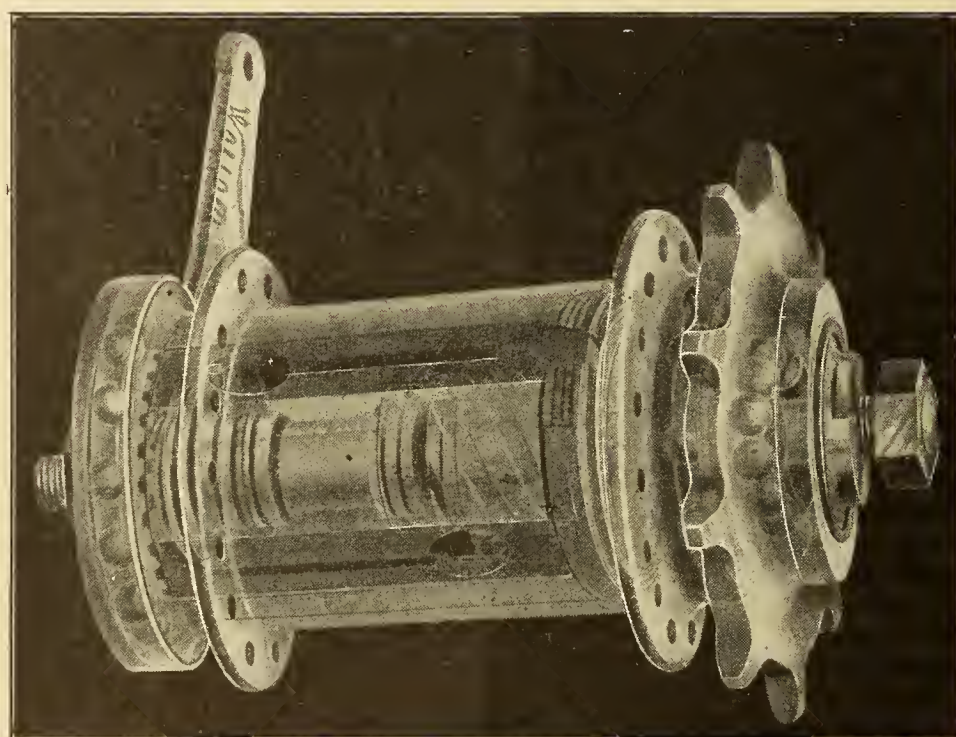
One thousand property owners of Chicago have appealed by petition to the West Park board to remove the bicycle and trotting tracks in Garfield Park, claiming that they are a nuisance. This is not the first time the cyclists and horsemen have defeated the effort to oust them.



# THE MORROW

The

## "Father" of Coaster Brakes



and still

## The Head of the Whole Family

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Our printed matter is both  
interesting and instructive

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ECLIPSE MACHINE CO., - Elmira, N. Y.



## KRAMER SAILS FOR FRANCE

But Without his old Trainer—His Prospects and his Tidy Income in View.

Despite the northeast blizzard that raged on Thursday, 15th inst., ten of Champion Frank L. Kramer's friends showed their staunchness, by braving the icy blasts and "seeing him off" on the Hamburg-American liner Deutschland, from Hoboken, at the early hour of eight a. m. What the party lacked in numbers was made up in ardor, for they gave the champion a rousing send-off, even greater than Lord Fairfax, a dozen or more consuls and wives of grand opera singers, who were booked among the first cabin passengers—received.

The Deutschland came within an ace of having two passengers whose names were not on the steward's list. Frank J. Cadwell, the professional rider, who is now a restaurateur in Newark, and Edward Bedford, were so absorbed in telling Kramer what to do to Poulain, who was one of the two men to defeat Kramer during his European trip last season, that they failed to hear the warning whistle. As it was, they made a flying leap and reached the gangway as it was being rolled to the dock.

Kramer will go direct to Cherbourg, where he will land next Wednesday, 21st inst. From there his journey will be by rail to Paris, and his first race will be on the Buffalo Velodrome track, at the French capital, April 8. He is under contract to ride seventeen races, the document expiring June 30th. "Faithful Jack" Neville, who has watched over Kramer like a mother, ever since the East Orange "flyer" has been champion, did not accompany Kramer. Neville has been sick and he feared the sea voyage. Kramer had not given up persuading Neville to go along until Wednesday night. He will be taken care of abroad by William Reese and his brother, Phil, who are well known to bicycle fans.

This year Kramer will cover a wider territory that he did upon his successful invasion of Europe last year. The differences between the French and German track promoters have been patched up, and the champion will ride on both French and German tracks, also appearing at the Crystal Palace meet in London on May 5. He may also compete in the world's championships which this year are to be held on the Jonction track, at Geneva, Switzerland, August 12, 16 and 19. He is not certain about this latter, however. Kramer's strongest opponent this year will be World's Champion Gabriel Poulain, the man to administer a trouncing last season. Poulain has been riding all winter and as a result may go stale, in which case the American ought to have everything his own way. A possible contender is Iver Lawson. The Buffalonian is now in Salt Lake City, having just returned from Australia after a surprisingly brief sojourn. Lawson says he has been offered a contract to ride Kramer a series of match races,

so if he goes to France there should be some interesting struggles.

The trip ought to be profitable for Kramer even though he does not win a race, for besides his contract money, which is in itself a large sum, he will make considerable on the side. Last year his European invasion netted him something like \$10,000. This year he will ride a French bicycle—a Peugeot—for which the manufacturers have contracted to pay him \$1,000 for the eleven weeks he is abroad. If he wins the Grand Prix, which he did last year, it means another \$1,000 for being astride this particular machine and if he wins the world's championships, there will be another \$200 coming to him. The Dunlop Tire Co. also pays him a handsome sum to use its product. When he returns Kramer will continue to ride his "tried and true" Pierce bicycle.

"I do not think I will have any difficulty in beating the best of them in Europe this year," said Kramer at the boat. "I have been resting all winter, while the cracks on the other side have been riding all the time. Of course, I am now considerably overweight, but I will soon whip into shape after landing. The only man I am the least bit afraid of is Poulain, and from what I hear, he is off edge. Poulain has been riding in the South of France all winter, and he will learn sooner or later that a bicycle rider must have some rest.

"I think I will change from a 96-inch gear to a 92-inch, because one can make a quicker jump with the smaller gear. The style of racing on the other side is to loaf the greater part of the distance and then a lightning-like sprint to the tape. I never felt better in my life and think I can show Poulain some points in jumping this year.

"Will you stay for the world's championships?" the champion was asked.

"Well, I am not sure yet. All my friends are anxious for me to win the title, so later I may decide to go to Switzerland. I would much rather return and ride here though. As to Lawson being offered a contract to meet me in matches in Paris, I have not heard anything about it, but if he wants to come over I shall certainly try to accommodate him. No, Jack Neville is not going to train me abroad. I am sorry, for I thought until last night he would change his decision and go. He has been sick and is afraid to brave the ocean voyage and the terrors of French dishes."

## Walthour at Revere Beach Opening.

The Revere Beach track at Boston will open for the season on Thursday, April 19, when Robert J. Walthour, at present in Europe, is carded to appear. It is supposed that Walthour will ride a match against Tommy Hall, as the English champion has signed to ride in America beginning April nineteenth. With the Revere Beach track, the Madison Square Garden and Vailsburg tracks all open at an early date, there ought to be plenty of sport for Eastern "fans."

## EVERETT HEAD OF L. A. W.

Veteran Chosen a Month Ago, but Fact Just Made Known—Other Things Done.

William B. Everett, one of the oldest of the "old guard"—he was one of the founders of the organization—is now president of the League of American Wheelmen. He was elected to the office on February 14th, last. The annual meeting of the National Assembly occurred in Boston on that now ancient date, but the first that was known of it was given out this week by Secretary Bassett in the form of a brief report of the proceedings. The other officers chosen were: First vice-president, William M. Thomas, of Albany, N. Y.; second vice-president, Nelson H. Gibbs, of Providence, R. I.; secretary-treasurer, Abbott Bassett, Boston, Mass.; auditor, George W. Nash, of Wollaston, Mass.

Thirty delegates were represented in person or by proxy.

The retiring president, George L. Cooke, submitted a very long report, giving a review of the events of his administration and the valuable work done for cycling by the L. A. W.

The secretary-treasurer presented the usual statistics of membership. They disclosed that 2,134 members are all that is left of the once 100,000. There is a balance of \$43.10 in the treasury.

Several amendments to the constitution were made.

Article III was amended to provide that the annual meeting of the National Assembly for 1907 and thereafter be held on the day following that on which Memorial Day is observed.

Article IV was amended so as to move forward three months the dates for establishing the representative quota for making nominations, for voting, counting the vote, etc. This to conform to moving forward the day of assembly meeting.

Article three, section three, was amended by changing the representative basis. It will now read:

Section 3. The League members residing in any State or Territory of the Union, and all those in foreign countries, if numbering five, shall be entitled to one representative in the national assembly, and for every twenty-five members in excess of five to an additional representative. The membership in each State shall be determined by the secretary-treasurer from the rolls as they stand on the first of December of each year, and public announcement thereof shall be made in the next issue of the official organ.

Section three was further amended by striking out the provisions for grouping States.

The proxy was amended by the addition of the following to section six:

Provided, however, that a member of the assembly empowered to give a proxy, may give his proxy and be personally repre-



sented at any meeting, to any League member in good standing; but if said personal representative shall reside in any other State than that of the assembly member who delegates to him the power to personally represent him, his appointment must be ratified by a two-thirds vote of the assembly.

League Day for 1906 was fixed for June 16th and in order to give interest to the occasion it was voted that "when the assembly adjourns it shall do so to meet at Boston on June 16th, 1906."

The following resolution was adopted:

Resolved, That the National Assembly, L. A. W., hereby urges the Legislature of the State of New York to take whatever action may be necessary to make quickly available a liberal appropriation for good roads construction under the provisions of section twelve, article seven of the State Constitution and that we further urge that provision be made so that the reconstruction of the highways shall include the wiping out of all railroad grade crossings now existing on such roads.

Special votes of thanks were given Secretary Bassett for his nineteen years' service and to Colonel Albert A. Pope for "his interest in the welfare of the L. A. W. as expressed in providing an office for headquarters at a rental very much below its value and for other acts of courtesy and kindness."

#### Standing of the Mileage Makers.

By the report of Noble O. Tarbell, chairman of the roads record committee of the Century Road Club of America, Western riders are not going to have things their own way this year. Usually the California century and mileage "fiends" manage to pile up a decided advantage during January and February, but for these two months this year they seem to be much out of it.

Although Mr. Tarbell does not give the figures, the standing of the leaders is interesting. Ernest G. Grupe, the secretary-treasurer of the New York division, heads the list of competitors in National century competition and the riders next in order are Harry Early, Bayonne, N. J.; Fred E. Mommer, New York City; Emil Leuly, West Hoboken, N. J.; Alfred H. Seeley, New York City; H. E. Fischer, West Hoboken, N. J.; Harry B. Hall, Brooklyn, N. Y., and Andrew Clausen, Chicago, Ill.

Fred E. Mommer, that indefatigable worker, who is well placed in his official capacity as National secretary, has ridden more miles during January and February than any of his fellow riders, with Alfred H. Seeley, second. Henry H. Wheeler, the Pomona, California, orange grower, is next, while William J. Hampshire, who won both national competitions last year, is fourth. Noble O. Tarbell, of Lake Geneva, Wis., stands fifth.

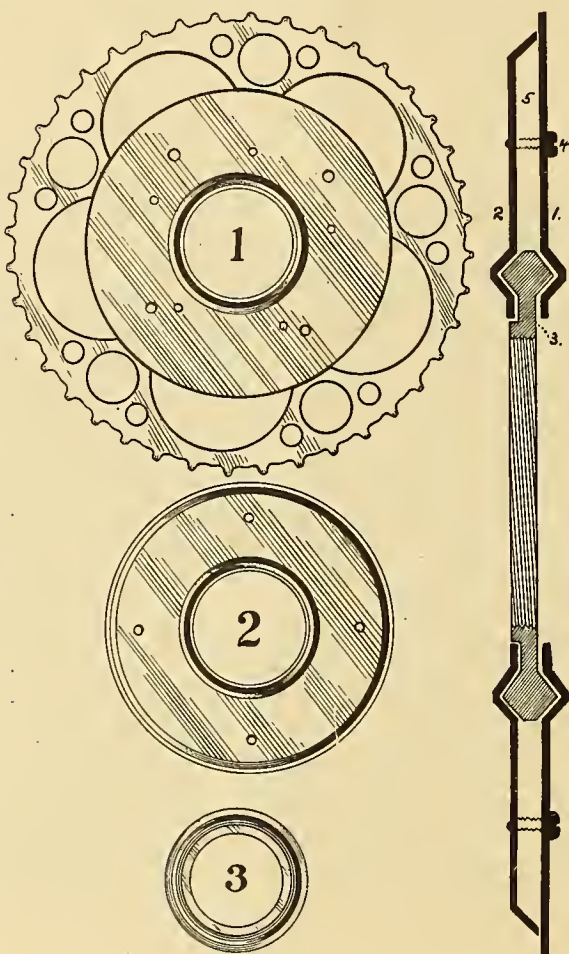
"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York.

#### From Belt to Chain Drive.

Although it was supposed that the Brown yielding gear wheel, which permits a belt driven motorcycle to be converted into a chain driven one and which is controlled by the Armac Motor Co., Chicago, was to be exclusively an Armac feature, it transpires that this not to be the case. The Armac people are offering it for application to any brand of motorcycle using a Thor or Corbin coaster brake.

Despite the radical service it performs, the Brown gear wheel is simplicity itself; all there is of it is shown by the accompanying illustration.

Three parts comprise it in its entirety, barring the screws necessary to hold it



together. These are, first the inside compensating plate, numbered 1; second, the outside compensating plate 2, and the steel compensating disk, 3. The number 4 represents the holding screws and 5 a hollow space between the two compensating plates which is filled with an oil soaked felt washer, thus making the device self oiling at all times. By referring to the sectional drawing at the right it will be noticed that taking the sprocket as a whole it is divided into two distinct parts, the tapped plate 3 which is rigidly screwed on coaster brake hub and the compensating plates that carry the toothed periphery of the sprocket itself although the latter is not shown in drawing. It will further be apparent that the connection between the two will admit of movement under excessive strain. That is, the compensating sprocket may slide about its hub or vice versa under the influence of a heavy and sudden overload such as the starting of the motor. The square section of the

outer edge of the plate attached to the coaster hub is gripped by corresponding depressions in the compensating plates of which the outer disk is formed with the aid of the screws shown, the latter also providing a means of adjustment. Thus it will be apparent that before tightening the screws, one part could be freely revolved about the other. The outer plates are made of spring steel, and the yielding qualities of the latter provide the necessary movement when the screws are home, this adjustment being made at the factory. It is claimed by the makers that sufficient latitude is provided to prevent the wheel being rigidly held no matter how tight the screws may be, in spite of which it will hold on the steepest grades. The device has been given a 4,000 mile test with a 5-16 inch chain attached to a 3½ horsepower motor without readjustment of any kind or damage to the chain.

To convert a belt driven motorcycle into one with a chain drive with the aid of the Brown yielding gear wheel, it is merely necessary to remove the belt pulley from the rear wheel and substitute the former in its place by making it fast to the hub of the coaster brake as already indicated. The self-centering disk 3, already referred to, is tapped to fit Corbin and Thor brakes and merely has to be screwed on the latter. The pulley on the engine is also replaced with a sprocket of the proper size and putting the chain in place completes the operation.

#### The Use of Trouble.

Worry is an expensive luxury, but there is nothing like a little concern and uncertainty about the future to keep the rust from gathering. There is a lot of stimulus in occasional misfortune and the man who can sit complaisantly down and watch Dame Fortune smile at him isn't in it as a business hustler with the fellow who has to make his raids on her cupboard when her back is turned. A bed of down is far more comfortable at the time than one of thistles, but the latter furnishes a great deal more inducement for an early business rising.—Ex.

#### What Smoke Usually Indicates.

Black smoke issuing from the muffler pipe may be taken as an indication that much too rich a mixture is being fed to the motor. Similarly, blue smoke indicates an overplus of lubricating oil, and white smoke occurs usually only when kerosene is being used in a kerosene burning motor or for the purpose of cleaning the cylinders.

#### Where Young America Uses Bicycles.

They still ride bicycles in Plainfield, N. J. The plans for the new Plainfield high school called for a bicycle room, but in cutting down expenses to get within the amount appropriated for the structure, the bicycle room was omitted. As the majority of pupils ride to school on wheels, a shed or building will have to be erected.



## FRELINGHUYSEN AMENDED

## Motorcycles Fare Well in Revision of the New Jersey Bill—Big Burdens Lifted.

Senator Frelinghuysen, of New Jersey, kept the promises he made the Federation of American Motorcyclists. Evidence of the fact was produced when the drastic bill which bears his name was reported in an amended form by the Senate Judiciary Committee, early this week. It has since passed the Senate, but two votes being cast against it. Its fate now rests with the House.

While greatly "toned down," the bill is still of a radical nature so far as automobiles are concerned and while its penalties also apply to motorcycles, in practically all other respects the latter are relieved of the burdens. Originally they were bracketed with motor cars, indeed, all motorcycles having more than two wheels were classed as automobiles.

While agreeing to practically everything save complete exemption, Mr. Frelinghuysen in his conferences with the F. A. M. representatives, seemed most intent on making motorcyclists pay a fee of some sort. Argument brought down his figures, but "you must pay at least a dollar," was his final decision, and this is the price of annual registration fixed in the revised bill. It applies alike to residents and non-residents. In the original measure a per horsepower tax was levied separately on both man and machine, while non-residents were mulcted \$2 per day for a single day in New Jersey or \$1 per day for longer periods.

The bill is of great length. In this type it would fill more than four pages of the *Bicycling World*. In addition to the \$1 fee, these are the other references which do or do not apply to motorcycles or the changes effected by the F. A. M., which serve to show how great is the extent of the latter's service:

Motorcycles are now defined as "motor vehicles having pedals and saddles with the drivers sitting astride"—a definition suggested by the F. A. M. in order that tricycles or bicycles using fore, aft or side carriage attachments might escape the conditions attaching to automobiles. Owners of the latter are taxed from \$1 to \$2 each and must pay an additional annual fee of from \$3 to \$5 on their cars.

Both resident and non-resident automobilists must also file a written statement with the Commissioner of Motor Vehicles constituting him their agent to accept legal service in the event of proceedings for damage. Motorcyclists are required to do nothing of the sort. All automobilists must also supply their photographs when applying for a license and must undergo an examination before it is granted. Motorcyclists are specifically exempted from both provisions.

The fee for makers and dealers of automobiles is reduced from \$50 to \$20. Motorcycle makers and dealers pay nothing. Originally, they were included in the \$50 grab.

All automobiles must display four inch numbers, front and rear, and one inch numbers on their lamps. Motorcyclists are not required to display numbers of any sort whatever and the display of the number of any other State is forbidden.

Motorcycles are required to be equipped with a horn and at least one brake and at night with a lamp and no chains must be applied to tires to prevent skidding unless there be more than one inch of ice or snow on the ground.

The speed limits are 20 miles an hour in the "open country"; 12 miles an hour in cities, towns and villages or when approaching a horse, and 8 miles an hour in turning corners or sharp curves. Engaging in a race for a bet or wager is prohibited. Failure to stop in event of collision or other accident is punishable by a fine of \$25.

Any constable or other police officer may make arrests, but provided only that he himself sees the violation and only the "shoo-fly" inspectors can stop a motor vehicle to inspect licenses, etc., and he must produce his badge when requested to do so. Complaints may be filed at any time within 90 days. Motor vehicles will be accepted as bail.

Any magistrate may revoke a license for wilful (note the word) violation of the law, but an appeal to the higher court will act as a stay upon such revocation and if found "not guilty" on appeal, the license is restored. The Commissioner of Motor Vehicles may also restore or issue a new license at any time. Under the original act, any hayseed magistrate could revoke a license for "any old" offense and no power in the State could restore it within one year.

The fine for using an unlicensed vehicle is \$10 or less; for violation of the rules of the road or failure to carry lamps or to stop in case of accident, \$25 or less. For violation of the speed limits and the other provisions, the penalty is a fine not exceeding \$500 or imprisonment for not more than 60 days.

If the bill passes it will become a law on Just 1st next.

## Risks Riders Must Assume.

A case at law which is of considerable value as an object lesson to cyclists who have a predilection for riding close up behind a motor car, has just come to trial in an English court. The action resulted from an accident in which a motor bicyclist was run into—as he alleged—by a motor car which had just passed him and closed in in front of him, striking his handlebars in doing so. He denied that he had been hanging on the to the rear of the car. A policeman, however, who had witnessed the affair from start to finish, swore that the plaintiff told him at the time he had been riding behind the car, and that when it stopped suddenly, he turned aside, and ran

into a vehicle which was coming in the opposite direction. The court ruled that if cyclists would persist in riding so close behind motor cars, they must take the risk to some extent, and gave the verdict to the defendant.

## Proof of Proper Lubrication.

Low grade lubricating oils will not maintain a film between the piston and the cylinder walls at high temperature and high compression developed in the motorcycle motor and the result is rapid wear on these parts. It is not uncommon to have a motorist point to a well polished piston or cylinder as an indication that a good quality of lubricant is being used, while as a matter of fact no stronger argument could be presented against a quality of oil that will do this.

Where the pores of the metal have not been filled with graphite and nothing but oil has been employed, the high polish is the certain tell-tale of excessive friction and to the practiced eye conveys the information as surely as if said in so many words that poor oil has been used there. If upon an examination of the cylinder the same type of motorist who regards the high polish as an indication of smooth running, merely finds some bright streaks, these are regarded as a sign of undue friction. A well lubricated cylinder ought to present a rather dull color, showing that a film of oil has been maintained and has reduced friction to a minimum.

## Old Tires Serve Charity.

Bicycles have in many ways contributed toward charitable purposes, but the first time bicycle tires "took care" of a nursery has been recorded. The officials of the Child Saving Institute in Omaha, Neb., have advertised for old rubber, which will be sold and the proceeds used for taking care of the nursery at the institute. Up to date, more cast-off tires have been received than any other product of the gum tree.

## Mark for New York Motorcyclists.

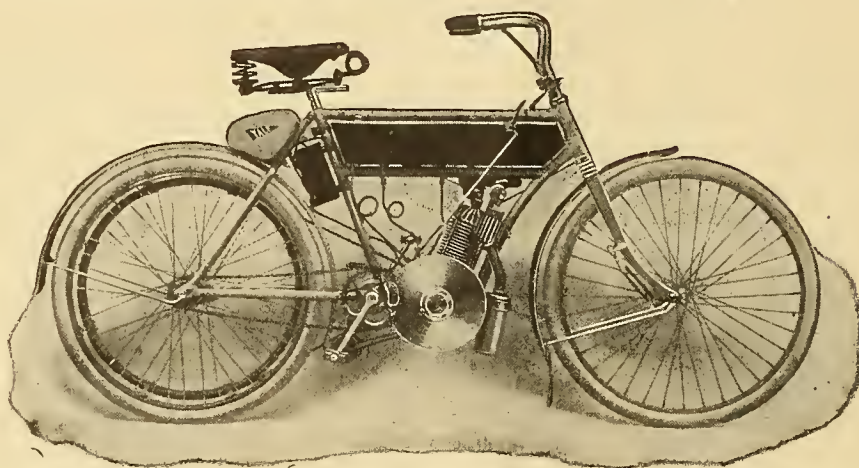
The New York Motorcycle Club has adopted a mark of identification in order that members may recognize each other on the road or when the men may be indoors while their machines are standing "without." It consists of an aluminum strip bearing the club's initials and secured to two spokes of the front wheel near the rim. It will attract attention even when the wheel is revolving.

## Mrs. McClure is Almost Angelic.

Although Mrs. M. E. McClure, of Kansas City, Mo., has within the past two weeks been twice knocked down by cyclists and injured, remarkable to relate, she has refused to prosecute the offenders. A fortnight ago she was injured by a cyclist and after recovering stepped in front of a motor bicycle. The rider of the latter, it may be added, was more injured than the woman.



# The Outside Flywheel



always has been a feature of the

## YALE=CALIFORNIA

Although the 1906 model was considerably revised this form of fly-wheel was retained because in theory and in practice it is the only correct form, and every mechanical engineer will tell you so. You never saw an automobile engine or any other gasoline motor with other than an outside flywheel, did you? It is a thought you should turn over in your mind, if you are thinking of motor-cycles. It may incline you to further investigate the Yale-California, and may serve to open your eyes to its correctness and superiority in other respects.

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OF COURSE, YOU ALL KNOW THE

## YALE and SNELL BICYCLES

They have been top-notchers for a good many years and the present big demand for them proves that the appreciation of the trade and public increases with the days.

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CATALOGUES ON REQUEST

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THE CONSOLIDATED MFG. CO., = Toledo, Ohio.



## WHEN MOTORCYCLES WERE FEW

## Typical Experience of One of the Pioneer Salesmen—Why he Forgot Business.

Several years since, say about the second year that motorcycles were on the market, an old friend of mine who had begun his riding and selling career as an advocate of the old lever driven "Star" bicycle, and who had followed the business through all of its successive stages of improvement to a period mentioned, conceived the idea that it was time for him to get "next" and to rake off his share of easy money, and incidentally, enlighten the public as well as the agents, as to the practicability and simplicity of the motorcycle.

Being his friend as well as an agent, he sought me out as a likely convert and labored long and hard to produce the desired enthusiasm or fever, but with doubtful results. I did not think the time was ripe, so to speak, and told him so; I thought the machine was in an experimental stage, etc., etc. But one night he came into my store at ten o'clock and I could see that he was full of suppressed excitement. As soon as I was at liberty, I approached him.

"It is here," he said, hurriedly, "and I want you to be the first one to see it. I have uncased it and I want to take it down to your den tonight where we can examine it and get it running."

It was Saturday night and I pictured all sorts of fun ahead for Sunday, as I live near a half-mile track; and as I gave him the key to my den, I remember the visions I had of flying around that track at a speed I had never before been able to attain and of being the envy of all beholders. I let one or two of my friends into the secret and hinted that if they would be at the park at about two o'clock they would see something worth while.

That night was longer than nights usually are and I confess to a little undue excitement that induced me to arise earlier than was my custom on Sundays. It was five o'clock, and with trembling and eager hands I unlocked the den and—yes, it was gone. Stolen? no, he had gotten ahead of me; that was all. My disappointment was great and all through that hot and humid day I pictured my friend as enjoying the cool breezes made by his rapid passage through the air as he flitted from town to town.

About five p. m. a dusty, begrimed and careworn individual came dejectedly trundling an oil bespattered motorcycle into the yard. I recognized him in spite of his disguise and eagerly hailed him. Well, how did she go? Glancing furtively around and holding up a warning hand, he said in a voice that lacked the ring of assurance, "Great! Fine!" but after I made room for him in the den, he looked searchingly and longingly at me to see if I could be trusted, and said: "Estabrook, I have pumped and pushed that thing just thirteen miles to-

day and haven't got one dod-gasted explosion out of it," and for proof he pointed to the cyclometer. It showed the goods.

My first impulse was to explode with laughter and I drew in a long breath in anticipation and picked out a good place to roll on the floor, but a look at his serious face showed me he expected something of the sort and felt hurt, so with a little coughing fit I threw off this desire and listened to his tale of woe. It was a long one and included the many explanations he found it necessary to make to the many travellers he met during the day as to why he did not ride the thing and to those who were willing to wait just to see one of the things running, etc. Not for his life would he have acknowledged that the thing would not go;



NEW YORK BRANCH 214-216 WEST 47TH ST.

this would have hurt the business that was just beginning to bloom. It was funny. He had the catalogue memorized to the smallest detail and so in the tests we quickly applied, this was of some service to us. We finally located the trouble in the grip control and after "hossing" up the rear wheel finally succeeded in getting it to run, somewhat feebly, it is true, but to run.

The name of this machine was, let us say, the "Allright," and as I shook hands with him and bade him good-bye, he informed me that he had decided to ride it direct to the Allright factory and get points—yes, points was what he wanted and it was there he could get them. Next morning I discovered that he had flown for the factory at an early hour and at tea time he had not returned, so imagined him close to his destination, as the distance was not over three hundred miles.

At 9.30 p. m. he came into the store. He deemed it unwise to essay so long a trip without a little practice and so he had been having that, etc. I again wished him bon voyage the following day and when I

entered my den at night, I saw two huge boxes that nearly filled the room and on one was a note; it said: "Friend Estabrook, send the Allright to the Allright factory and I will have them fix it all right. I am going by train." I shipped two boxes of "hardware" to the proper address and mentally vowed that Corson was all right, but that in his haste he had neglected to give me the agency.

E. M. ESTABROOK.

## Atlantic City is Awake.

So successful were the three road races promoted by the Atlantic City (N. J.) Wheelmen, last year, that the club already has outlined a campaign to give the game a good boost the forthcoming season. Already the Atlantic Club is arranging for two twenty-five-mile road races for April and May, and intend to hold as many more as possible during the remainder of the season. The Atlantic City Wheelmen have put into successful practice a plan in the running of road races which it would be well for other projecting organizations to follow. One reason why road racing has lost some of its charm for the public, is that the events are so long that the spectators only see the contestants start off in the morning and if they remain until the finish in the afternoon, see a few stragglers finish. To eliminate this distracting feature the seashore cyclists lay the course so that the riders will have to pass the starting point many times before the finish. It means a little more work for the checkers but the spectators are enabled to follow the riders much more intelligently. The Atlantic City Wheelmen have been materially aided in the past by the well known Philadelphia jobber, George W. Robb, who is one of the "Dyer" kind, often going down deep in his pockets for the sake of the game, when he does not expect to benefit by it.

## How Fleeting is Fame!

"There is, no doubt, some distinction in winning a bicycle race, but if a fellow thinks he can travel through life expecting to be universally known because he happened to win one race in his lifetime, he is mighty apt to, sooner or later, be brought to his senses," remarked an old timer. "The other day a few cyclists were discussing the weather and the prospects for an early spring run, when up walked a person, who immediately plunged into the conversation, although he had not been invited, and not one of us knew him. 'Who is that fellow?' inquired one of the boys, in an unmistakable tone. Quick as a flash the intruder replied, 'What, don't you fellows know me? I am ———; I won the Irvington-Millburn in ———!' But the cyclists all looked blankly at one another."

Cyclists in Denver, Col., are trying to get together again. George W. Turner has sent out notices for a meeting, at which reorganization of the Denver Wheel Club will be discussed.



**READING STANDARD**



# THE THOROUGHbred

Opened the Ball at Long Beach, Cal.

On February 24,

3 Firsts, 2 Seconds and 2 Thirds

and the

**FASTEST TIME OF THE DAY**

was its portion.

The free-for-all event and the event for standard  $1\frac{3}{4}$  h. p. machines of any weight or gear, were among its victories, too.

At Los Angeles, March 3,

**The THOROUGHbred**

Ran 1, 2, 3 in the Three Mile Open,

the only motorcycle event run that day.

**"IF YOU WANT A WINNER, RIDE A THOROUGHbred."**

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"THOSE 50 MILES AN HOUR WHEELS"

long have been the best cycling values on the American market. They were never so good as they are today.

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SCOTT SUPPLY & TOOL CO., Denver, Distributors for Rocky Mountain States.

**READING STANDARD**



**How Greville Recovered His Bicycle.**

"Every Man His Own Detective" might be made the subject of an essay based on the experiences of William A. Greville, of Newark, N. J., one day last week. At 8 o'clock he reported to the police headquarters that someone had stolen his bicycle from Broad and Bank streets. At 3:30 o'clock he telephoned that he had come across the thief in another part of the city, had engaged him in battle, and, while coming off second best, had nevertheless recovered his machine. Greenville had left his bicycle standing against the Prudential building. When he came out the machine was gone, and after cogitating a while what was best to do, he journeyed around to police headquarters and told his troubles to Detective Fohs. He gave a description of the wheel, its number and make and expressed the hope that it would be recovered. Then he strolled out on Broad street and boarded the first north-bound trolley car that came along.

All the way uptown Greville kept thinking of his loss and had his eyes glued to the window of the car in the hope that he might see the thief. At Broad street and Belleville avenue his hope was rewarded. There, again standing against the curb, was his machine, but riderless. Greville jumped off and took up his watch across the street, waiting and wondering what sort of a person it would be who would attempt to go off on the wheel.

In a few minutes a broad shouldered, youthful looking chap strolled out of a saloon and made for the bicycle. At the same moment Greville made for him. Neither knew the other. There was a sharp interchange of remarks and then Greville's right fist shot out and landed on the stranger's neck. This was the signal for battle and while it was on the thief broke away from Greville and scampered off as fast as his legs would carry him. Greville chased him for a block, but finally gave up and returned to his bicycle, satisfied in the recovery thereof. When he got home with it he telephoned a description of the would-be thief to Fohs and the latter is now looking for him.

**Evidence of Scranton's Prosperity.**

The Scranton (Pa.) Bicycle Club, now largely a social organization, held its twenty-fifth annual meeting and election last week. There was quite a spirited contest for the vice-presidency between W. F. Boyle and F. H. Stair, the former winning the count. The meeting was one of the largest and most enthusiastic held in a number of years. During the evening reports from the various officers were read, which showed that the membership is now 315; the total assessment of the club, including real estate, is \$35,844.31; the receipts of the year were \$8,000 and the expenditures \$2,400. The number of new members received last year was sixty-one. The officers elected were: President, C. A. Godfrey; vice-president, William F. Boyle;

secretary, R. H. Van Dusen; treasurer, J. W. Dusenberry; captain, Dr. George E. Hill; directors, T. H. Bowden, B. P. Connolly, H. J. Ernst, P. H. Greff, George Mitchell, H. W. Mumford, W. R. Roper and J. R. Simpson.

**Here's Perpetual Motion, at Last!**

After ages of experiments, all of which, needless to say, have proved futile, perpetual motion has at last been discovered! As yet the inventor has only reached the working drawing stage, but his scheme is unparalleled—it cannot fail.

"I submit herewith the drawing of a working model of a perpetual motion machine," he says in the Technical World. "I know how other inventors who have worked along this line have been made fun of, and the fear of ridicule has for years kept



me from making my invention public. In fact, I invented it while still a small boy, and I think a single glance at the drawing will show how simple both the machine and its inventor are.

"The machine consists of a number of radial arms, to the end of each of which is attached a weight, the whole revolving on an axis. The machine revolves from right to left. As it turns, the weights attached to the ends of the arms gradually change from 6 to 9 pounds each, the transformation being reversed as the weights begin to rise. This may seem complicated—even absurd—to some; but every great inventor has been laughed to scorn by the ignorant and fatuous populace. Besides, a single glance at my drawing will show that in spite of what physicists may say, the weights on my machine do just that way.

"I am not looking for any financial reward. I shall be satisfied if no one throws a brick."

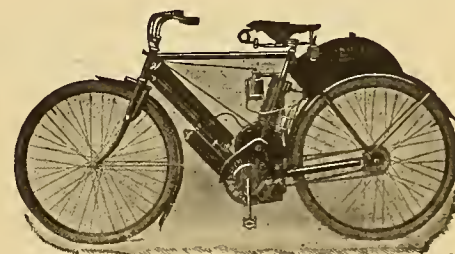
**One Cause of Engine Knocking.**

Not infrequently, such symptoms as a loss of power in the motor when running under a considerable load, accompanied by a refusal to speed up and knocking in the cylinder, apparently pointing conclusively to some difficulty in the ignition system, may be traced solely to loss of compression. Under such circumstances, the full power of the explosion is not obtained owing to the loss of a portion of the charge through the leak and also on account of the slower rate of ignition which is an attendant consequence. Under such circumstances, if the motor is run on the stand, it will speed up to its full rate, since the load is not sufficiently great to materially interfere with its action.

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a copy to you or to any of  
your friends whom you  
would like to interest  
in motorcycles.

**HENDEE MFG. CO.,**  
Springfield, Mass.



POPE

1906

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constitute a combination that rarely is seen. Those saddles cost too much for the "cheap man." And yet even a cheap bicycle may be made more pleasurable by the use of a Persons saddle and the superior comfort it affords is dirt cheap at such a price.

CATALOGUE ON REQUEST

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Send us your name and address so we can forward sections.

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15 cents per line of seven words, cash with order.

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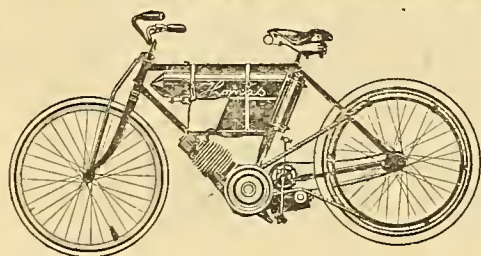
**FOR SALE**—Indian Motorcycle, 1905 model, fine order, \$125.00. Full line parts for Indians and Thor-type machines, expert repairing, power equipped shop. Supplies of all kinds for motorcyclists. **F. B. WIDMAYER MOTORCYCLISTS' SUPPLY HOUSE**, 2312 Broadway, New York.

**FOR SALE**—Indian Motorcycle, splendid condition and an unusually good performer; \$140. **GREGG**, care of *Bicycling World*.

**FOR SALE**—One 2-cylinder Indian, like new, \$250; one 1905 Indian with heavy spokes, \$150; Tandam attachment, \$10; Reading Standard Racer, like new, \$160; Rambler Motorcycle, new, \$150; Indian Motorcycle in good condition, \$125. **F. A. BAKER & CO.**, 1080-1082 Bedford Avenue, Brooklyn; 20 Warren St., New York.

**FOR SALE**—Rambler Motorcycle, 1904 model, strong fork, in first class order. **RAMBLER**, care of *Bicycling World*.

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Model No. 44.  
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**BICYCLES**

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HIGH-GRADE LEADERS.

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WHEN YOU SAY

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Those who have used them  
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**Duckworth Chains**  
are the most satisfying  
chains ever applied to  
Bicycles or Motorcycles  
**DUCKWORTH  
CHAIN & MFG. COMPANY**  
Springfield, Mass.

### The Week's Patents.

813,104. Sparking Device. Harry A. Miller, Los Angeles, Cal. Filed Jan. 14, 1905. Serial No. 241,004.

Claim.—1. An ignition device, comprising a plug, a spring-held reciprocable contact member, an oscillating contact member, a chamber communicating with the inner end of the plug, and a member contained in said chamber and exposed to the cylinder-pressure and serving to actuate said second-named contact member, for the purpose set forth.

813,025. Ice-Velocipede. Henry Schenckloth, Holstein, Iowa. Filed Oct. 17, 1904. Serial No. 228,696.

Claim.—1. The combination of a vehicle-frame, two shafts mounted in the vehicle-frame, means for jointly rocking said shafts, arms on the shafts, a lazy-tongs lever pivoted at one end of the machine frame, means for connecting said arms with the lazy-tongs lever to extend and to fold the lazy-tongs lever when the shafts are rocked.

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SIX CHANGES OF GEAR.

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Thor Motor and Parts for Motorcycle and  
Hubs and Parts for Bicycle on application.  
**AURORA AUTOMATIC MACHINERY CO.**,  
AURORA, ILL.

## THE WILSON TRADING CO. TIRES

121 Chambers Street, NEW YORK



# The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LII.

New York, U. S. A., Saturday, March 24, 1906

No. 26

## POPE TO PRESS THREE SUITS

**Resumes Bottom Bracket Action Against a Cycle Maker and Two Jobbers, and Why.**

Although it was supposed that the last had been heard of the bottom bracket patent, supposition proves to have been in vain. While all of the other bicycle manufacturers entered into the amicable agreement negotiated with the owners of the patent, the Pope Mfg. Co., Arnold, Schwinn & Co., Chicago, have refused to do so.

When the movement looking toward a peaceful settlement was under way, it was generally understood that Chicago manufacturers were inclined to join in it and they were, therefore, taken into account while the negotiations were in progress. Several times since the other manufacturers signed the "treaty of peace," it was reported that they had finally overcome their timidity in that regard, but after waiting what they deemed a reasonable length of time for the Chicago makers to give evidence of their faith by their signature, and such evidence not having been forthcoming, the Pope Mfg. Co. have just renewed the suit for infringement of the patent, which was filed against Arnold Schwinn & Co., on December 16, 1903, and which now will be pressed to final issue.

The taking of testimony will be resumed immediately, and not only will Arnold, Schwinn & Co. feel the pressure, but the Pope attorneys have been given specific instructions to apply themselves with vigor to those dealers or jobbers who handle, or are handling, the product of the Arnold-Schwinn factory. Suits against two such jobbers, the Fletcher Hardware Co., Detroit, and the Norvell-Shapleigh Hardware Co., St. Louis, which were filed several months since, and which have not been prosecuted because of the prospect of peaceful settlement, have been taken up again and the proceedings will be urged with all possible dispatch.

## Spark Plugs May Cause Splutter.

Patents No. 582,540 and 612,701 this week acquired interest for all those concerned with motorcycles. The former patent was

issued on May 11, 1897, to Oscar Mueller, of Decatur, Ill., and the latter on October 18, 1898, to F. W. Canfield, of Manistee, Mich. Both apply to spark plugs and are claimed to fully cover the basic rights of all plugs of the so-called annular or non-fouling types—those in which the electrodes or sparking points are set in a recess or cavity. The patents have been purchased by interests representing the Association of Licensed Automobile Manufacturers, which have served notice that royalty will be exacted from all who may employ such plugs.

## Parker Goes into Elevators.

Reports that L. D. Parker, former president of the Hartford Rubber Works Co., was preparing to re-enter the tire trade finally have received their quietus. He has just purchased the controlling interest in the Springfield Elevator and Pump Co., Springfield, Mass., of which he is now president and secretary. F. H. Turner, former superintendent of the Hartford Works, is also associated with Mr. Parker in the Springfield enterprise.

## Creditors Act Against Tire Concern.

On Wednesday of this week, a petition in involuntary bankruptcy was filed against the Milwaukee Rubber Works, whose factory is located in Cudahy, Wis. The chief petitioner is William Becker, whose claim amounts to \$100,000. The Milwaukee concern made single tube tires which were marketed under a variety of brands.

## Parts Men to Meet in May.

A meeting of the Cycle Parts and Accessories Association has been called for May 9th. It will occur in Buffalo and efforts will be made to secure a large attendance, Buffalo being a central and convenient point for both the eastern and the western trade.

## Incorporates a Long Name.

The American Racycle, Novelty & Mfg. Co. of the Pacific Coast, has been incorporated in San Francisco, Cal., with \$30,000 capital. H. O. Coughlan, J. R. Turner and D. S. Mantz are named as the incorporators.

## SHERMAN A SALES MANAGER

**Leaves Indian Tribe With a Gold Watch and Becomes Remppis's Lieutenant.**

On Monday next George W. Sherman, the original motorcycle traveling salesman, who for the past five years has represented the Hendee Mfg. Co., will become sales manager of the Reading Standard Cycle Mfg. Co. He this week doffed his Indian feathers, the doffing being done with the best of good feeling on both sides, the most tangible evidence of it being a handsome gold watch which the Hendee Mfg. Co. presented to Sherman in token of his long and faithful service.

Few men who are selling cycles of any sort nowadays are better or more widely known than Sherman, and because of the fact his change of base will cause widespread surprise. As sales manager of the Reading Standard institution, his duties and responsibilities will be, of course, very much enlarged and will give him far greater scope for the versatility and energy which he possesses in abundance.

His accession by the Reading Standard Company is but additional proof of Proprietor Remppis's faith in motorcycles and of his intention to maintain a place in the very front rank. While Sherman will now have not a little to do with bicycles, it was his interest in and knowledge of motorcycling that attracted him to Mr. Remppis. Than Sherman, there are few men, if any, who have more thoroughly given themselves to the subject. Previous to joining the Hendee staff, he was identified with the Thomas Auto-Bi interests, and during these six years has devoted himself to motor bicycles with a wholehearted thoroughness and unwavering faith that is not to be gainsaid by anyone.

## Scheffey Resigns the Secretaryship.

A. M. Scheffey, secretary of the National Cycle Trade Association, has resigned that office and his successor is not in sight. It is stated that the "ghost has not walked" in the secretary's direction for some three months and that the ghost's "dough bag" is woefully flat and flabby.



## WHY THEY DO NOT RIDE

Canadian Enthusiast Offers Some Opinions  
and Cites Several Interesting Examples.

Editor of the Bicycling World:

I have read with great pleasure the sensible and practical article by Missouri Kicker in the Bicycling World of February 24th last, and with the editor's permission, would like to express my views on the subject of "Why are bicycles not ridden?" I fully agree with your correspondent, that the main cause why bicycles are not ridden by the thousands of men and women who could, and should be riding them, is because of their lamentable lack of knowledge concerning the pleasures and benefits to be derived from the regular and rational use of the wheel.

I think the most efficacious way to bring about the desired result, would be to rouse these non-cyclists to a realization of what they are missing. If you can once convince the average man or woman, that by doing a certain thing it will be to his or her advantage, the battle is half won. For instance, supposing the young ladies could be convinced, that by taking a ride on a bicycle every day they could acquire and retain a beautiful and attractive complexion, would they not procure a machine post-haste and give the prescription a fair trial? I venture to think they would, and I am certain if the fair sex once realized the value of the bicycle as an all-around tonic and rejuvenator, there would be a tremendous demand for the dropped frame machine.

I know of many ex-cyclists here, who some years ago rode bicycles "just to be in the fashion," and every evening I used to meet them on a certain smooth stretch of road much frequented at that time by riders. There was not one of them who had not been benefitted by cycling, yet in the course of a year or two they gradually dropped out of the pastime. Speaking with several of them, I asked why they had given up riding, and the reply invariably was, "Oh, nobody rides bicycles nowadays," or "I can't be bothered keeping a wheel," or some such absurd nonsense. Another cyclist with whom I have had many an enjoyable spin and who was really a good rider, suddenly disappeared from my ken. Catching sight of him one day on foot I hailed him, and in the course of conversation asked what he had done with his wheel. He replied, "I threw it in the coal cellar as I got tired of riding." Here is another instance of a friend of mine who at one time fell in love with the "inevitable" young lady, and, of course, I could not find fault with him for doing this, (I may be foolish enough to do the same some day) more especially as the aforementioned young lady was a cyclist likewise. So far, so good. I often had the pleasure of meeting them out cycling together, and very amorous and devoted they seemed. In the

course of time the wedding bells pealed forth and my erstwhile enthusiastic friend now does little or no cycling. How can any sensible person put forward a good and sufficient reason why a man should give up riding a bicycle when he gets married, or can anyone conclusively prove that the rational use of a cycle ever did anything but benefit the cyclist?

There is another thing which I think may be the cause of a slight diminution in the ranks of cyclists, and which indirectly might have the effect of influencing adversely a certain number of newcomers to the pastime, and that is ignorance of their machines on the part of riders. How can a man who does not know how to adjust his saddle or handlebar properly, how often to oil the chain, how hard to pump the tires, keep all running parts adjusted correctly and all screws, lock rings and nuts etc., tight, be expected to get the best results out of even the very highest grade bicycle, unless he has the means of learning how to perform these necessary operations. But how could the novice be taught this knowledge which is so essential? Easily enough. Let every manufacturer of bicycles issue a small booklet describing and illustrating all the adjustments on their machines that need to be attended to, and let the dealer see that each machine he sells goes out with a copy of this booklet in the tool bag.

As an instance of the ignorance of some cyclists, I was wheeling with an acquaintance one evening and he remarked that his machine ran very hard. When we had dismounted I looked over his mount to try and locate the trouble, and what do you suppose was wrong? Why, his front wheel was so tightly adjusted it required considerable effort to make it revolve; when I loosened the left side cone a wee bit and he had remounted, he was amazed at the difference such an apparently simple remedy had made. Another case of this sort was of a chap who had a Pierce. I saw his machine outside an office one day, fancied his front wheel looked rather loose, and knowing the owner, I took the liberty of examining it more closely. What was my surprise to find the spindle nuts set up only hand tight. Fearing an accident, I waited till the owner appeared, drew his attention to the matter and offered to put it right. You will hardly credit that his reply was, "Leave it alone; it's all right. I tighten up the nuts every day with my fingers."

There are doubtless many riders who could quote similar instances as to the lack of "knowing how," and accepting this lack of knowledge as being of harmful effect to the pastime, it can be easily seen that if every rider knew how to keep his mount adjusted so as to get the best possible results out of it, the makers who put this knowledge into the hands of the purchasers of their machines would be forwarding their own interests, and in six cases out of ten be giving their bicycles a better

chance to speak for themselves. Another thing the makers should do is to give more attention to the coaster brake, cushion frame, two-speed gear, etc., and also make an effort to get out more attractive catalogues. In many catalogues there is no coaster brake model listed, nothing in fact but dry specifications, and an odd few lines describing one or two of the parts incorporated in the complete machine. Why not devote some space to a description of the many advantages of riding a bicycle, and why not describe just the reasons coaster-brake, two-speed and cushion frame machines are conducive of more comfort, less work and greater speed than those of the fixed gear type? Your correspondent also shows how the cyclist of to-day can do his share in helping on the extension of the pastime, and if every rider were to follow his advice the results would soon be apparent. Personally, I "preach" cycling whenever possible, and have also had the satisfaction of "converting" a young man whom I think under my guidance will develop into an enthusiastic rider ere long.

As an illustration of the unexcelled opportunities which the bicycle offers for taking an unique and enjoyable holiday, I would like to describe one outing which a keen cycling friend and myself had one recent summer. We packed a knapsack with our dinner, and starting from the city at 9 a. m., rode twenty-four miles out into the country, but we did not ride at a fast clip, as pleasure, not speed, was our object. That twenty-four miles took us four hours to cover, but it was a most delightful ride. We dismounted here and there whenever the fancy took us, at one place to admire a gorgeous view, at another to lie under the spreading boughs of a giant spruce, or we sat upon the rail of a rustic bridge and watched the playful gambols of festive trout in the babbling brook below. Arriving at a beautiful spot near the picturesque falls of a large river, we chose a sheltered nook in a sylvan glade, and amid the scent of wild flowers, the songs of countless small birds, and the deep booming voice of the falls, we disposed of what my friend and I unanimously agreed was the best dinner we had ever eaten. We lingered in this enchanting spot till late on in the afternoon.

As your correspondent truly says, "One of the chief pleasures of the winter months is to recall the cycling jaunts of the previous season," and if all cyclists were imbued with his spirit, which is the spirit of the genuine all-the-way-through-cyclist, the bicycle would never have come in for so many hard and undeserved misrepresentations. I have endeavored in the foregoing to express my views as to "Why are bicycles not ridden," and I fully concur in the opinion, so often expressed in your editorial columns, that the only effectual way to get people riding bicycles consistently, is to institute a vigorous campaign of publicity, not for a limited period only, but all the time. -A COLONIAL CYCLIST



## ABOUT COASTERS AND BRAKES

Subject Discussed from Several Standpoints  
—Some New Thoughts Brought Up.

Editor of the Bicycling World:

In common with you, I noticed in the returns of manufacturers, free wheels, and variable gears exhibited at the Stanley show last year the very large proportion of free wheels, and the growing demand for the changeable gear. Your article in the Bicycling World of December 23, was read by me with more than passing interest. We, here in Australia, are neither pro-British nor pro-American, in the matter of cycle sundries at least. We use many good things in cycling from both countries but, until lately, we could not always get a good thing—I mean a really practical adjunct—of the same nature from both markets. Let me explain. England gave us greater variety in the matter of brakes and free wheels. America gave us practically one pattern only—the coaster brake. This one instance is sufficient to illustrate my meaning.

You pertinently direct attention to the restricted use of the coaster brake in your country compared with Great Britain, and state that the coaster brake is not sufficiently pushed by the bicycle makers in the States. In a recent article I believe I touched upon this feature and said in effect that the coaster had not caught on because of the limited and possibly expensive means by which the riders could adopt it. The policy of Great Britain was to give the cyclists the free wheel in as many forms as possible and as cheaply as possible. The results of the policy are obvious. I may add here, and which will explain certain tendencies, that I have had a commercial training, and was, before I adopted journalism almost solely, engaged in the cycle trade for many years. Therefore, I look upon most things from a business standpoint.

In this country we have about an equal number of American coaster-brakes and machines fitted with free wheel clutches and independent brakes. Each kind, therefore, has quite a strong following. I have machines with the two styles, and another—a speed machine—a road racer—with the fixed gear. I find no awkwardness in changing from one to the other; it is merely a matter of use and—inclination or will.

Once more to the business side. The Britisher having fairly exploited the free wheel, as such, and inoculated a desire on the part of ninety-five percent of the cyclists in that country to adopt it in one form or another, is still unsatisfied. He can see, from the thousands who use the coaster-brake in your country, and elsewhere, that it is a good thing, and is out for capturing some of the trade. He doesn't bother about which is the best—the free wheel or the coaster hub—since he

makes and sells both. Each, I believe, will have its following. Hence, there is a big field for trade in the sundry line, such as he has created—free wheel clutches of one principle or another; brakes, independent, or acting in conjunction, yet apart from the coaster principle; changeable gears mostly with free wheels on either gear, or, by fitting on a plain chain ring, fixed wheels; and now more recently the coaster-brake, and, lastly, the coaster-brake and two-speed hub combined.

Now, in my humble opinion, I am inclined to believe that your manufacturers have been too conservative in the matter of the coaster. There is no valid reason why this adjunct should not have become as popular in the States as in Great Britain. There should be a big field for profit for the manufacturer who takes up the free wheel as pushed in England. What does it matter if half of those who use it don't like it. It may and possibly would attract as many who had not till then considered the coasting device. It could be made to be affixed to existing hubs so cheaply that some might try it from curiosity, and go from that to better things—the coaster-hub, the two-speed hub, or both combined. Then there is the trade for brakes. Here is a field for American ingenuity; the British maker is invading your domain. 'Tis time to return the compliment. The coaster-brake may prove to be the best in the long run, but so far from an extended trial of the several kinds, I cannot find why it should now be proclaimed the best to the exclusion of other methods of coasting and braking. True, it becomes instinctive for every cyclist to retard the machine by backpedalling, from continued use of the fixed gear, and this more or less acquired movement has been used as a lever to illustrate that braking by backpedalling is the only correct way of applying the brake power in conjunction with a coasting device. Of the relative power of the brakes of, say, five years ago and of today, there is a great improvement in both. The last pattern of American coaster-hub I have used is far superior to the first. The first hand-applied rim brake was harsh and not easily operated. To-day, with the inverted lever and enclosed Bowden wire, I can pull up the machine on a steep grade with the small finger, and retain the grip by changing, indefinitely, and this without any cramping or tiring of the hand. This brake, moreover, can be applied with much finer gradations of power, and I think its effectiveness, pressure for pressure, lies in being located almost at the periphery of the wheel.

You will notice that earlier in this article I made mention of having and using a fixed-gear machine, a light and speedy mount. I need hardly tell you that anything in the way of a free wheel or coaster-brake is useless where speed is the primary object. One cannot follow pace so closely, so neatly and with such advantage on anything but a machine with a fixed gear.

The machine is not nearly so responsive to the slight and momentary checks which constantly occur in following pace. I have seen many falls occur through riders using a coaster in a crowd when travelling quickly; and it was not always the coaster who came to grief. Sometimes he fell, and, of course, brought others with him; sometimes by an effort he cleared himself of the leader's wheel and recovered by an effort, but caused others to fall by his sudden application of the brake. Another point why coasters are useless in road racing is because the machines, when allowed to run, are not fast enough; they must be pedalled. Still another reason why the generality of machines with these devices and two-speed hubs (unless the latter are with fixed wheels at both gears and made very light,) are at a disadvantage is because they add weight in the wrong place, and all in one place, which destroys the "life" or, "tone" of the mount.

The difference in the running of the light fixed-gear machine, notwithstanding an increased gear—about 90 inches—is very great, and the quick responsiveness to the thrust of the pedal is very marked. The wheels seem to spin when the bicycle is properly wound up, i. e., going at speed. At times, of course, I have happened to drop into hot company when out with the coaster brake machine, or that with the variable gear and free wheel with independent brake, and it is on such occasions that the difference between the various types of mounts is forced home to me. There is more power required to keep the pace up, and the effort up the grades is much increased. Uneven distribution of the weight in any machine is fatal to its "life"; the lighter the rear portion can be made the better sprinting bicycle it will make. This is why, in my racing days, I preferred a Humber; there were no lugs at the back fork-ends; the tubes were pressed together in a suitable way after being slightly reinforced, while the back stays had eyes and swung on the axle, which always bore the weight of the driver direct.

In adopting the free wheels and brakes and coaster-hubs as well as the variable gears, it has ever been a regret with me that I had to have too much of the weight in one place. One might add two or three pounds or even more weight to his machine and scarcely feel it, provided it were fairly distributed and the machine balanced as it should be. And this is one reason why I prefer, if I can, to have the brakes away from the rear hub. In touring, of course, pace is no object and one can use quite a different machine than when bent on pace purely. As I have before explained, I find that the machine is under smoother, steadier and absolute control when brakes are applicable to both wheels. This, too, makes for a better distribution of the weight.

GEORGE R. BROADBENT,  
Melbourne, Australia.



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 the dealer who handles the  
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**Fisk Bicycle or Motorcycle Tires**

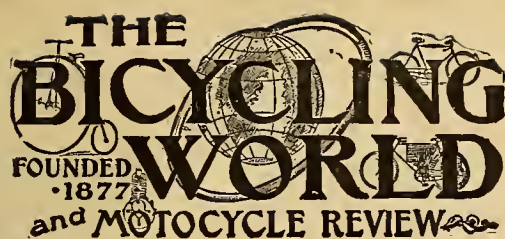
Like all Fisk products, they have a Quality and a Construction that is exclusive—real merit—through and through—that makes their distinct superiority apparent.

**WILL OUT-LAST TWO OR THREE OF OTHER MAKES**

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, MARCH 24, 1906.

## Argument of the Right Sort.

There are various ways of advertising. Some of them are of greater value in one specific line of trade than in any other; some of them are of no particular value anywhere, and yield results which are not to the credit of the advertiser. In general it may be said that to calculate the actual intrinsic value of any particular method of advertising is extremely difficult, because of the element of publicity, or cumulative effect which nets returns in an indirect way, not to be reckoned in dollars or percents, or even in common prosperity. But this one thing is certain, when the advertiser shows his market that he has what the market needs, he is on the right track.

When the advertisement shows that he is offering the public something which will prove useful to it, the advertiser is leading the right card; when it shows that his particular line can fulfill the demand in a more satisfactory way than that offered by any other advertiser, he is following suit; but when it serves to prove conclusively that by patronising him, the public can save money, he is playing a trump that is bound to take the trick every time, so long as he has played his other cards right. For after

all, the worship of the Golden Calf grows more and more popular every day.

Sometimes, the effect is best secured by a long winded argument, sometimes by a mere display of facts, sometimes by a well turned summary or a suggestive thought, but always, the result is most certain when the appeal to the reason is the most brief and poignant, the argument simple and suggestive, and the idea of personal benefit played up to the limit.

One of the best examples of persistent argumentative advertising that has been seen in the bicycle business for many a day has recently been put out by W. E. Metzger, of Detroit, on the back of a blotter where it stares into the face of the user with a pertinacity which is unequalled even by a life insurance agent who is on his uppers and wants a dollar to pay the rent. It is headed: "How to make money on a \$50 investment," and this follows:

"How to make money on a \$50 investment. Following is a statement of a customer and shows how you may have large returns on a small investment, not including what you gain in good health or save in doctor's bills:

One bicycle .....	\$50.00	
(Bought of W. E. Metzger.)		
Expense .....	\$12.55	
(3 years repairs on same.)		
Credit by car fare saved.....		\$180.00
(3 years, or 900 working days, at 20 cents each.)		
Credit by time saved.....		\$225.00
(900 days, 1 hour each, at 25 cents per hour.)		
Sold bicycle .....		\$ 23.00
(After using 3 years.)		
Net profit .....	\$365.45	
	\$428.00	\$428.00

There is no getting away from an appeal like that. It keeps getting in the way until you become disgusted with it and throw it in the waste basket. Then you remember it, and fish it out and read it over carefully and figure out something on a bit of paper. Then you throw it away again, and afterward dig it up once more to find out who the fellow is anyway, and mentally cursing him for a nuisance, jot down his address and hide it away in the upper left hand pigeon hole of your desk. But that fails to lay the ghost of your pursuer, and so in the end, you decide to look him up.

## Triumph of Human Endurance.

Will a human being ever be able to pedal a bicycle one thousand miles in twenty-four hours? On the face of it, the question has the appearance of being so close to an impossibility as to make speculation on the

subject seem a mere waste of time. It is indeed a far cry from 634 miles in that time to the row of four figures—a matter of almost double, and when the former standard was set seven years ago it was hailed as a performance beyond comparison and one that would be seldom if ever equalled in the annals of human endurance.

Yet when this wonderful performance is not alone bettered, but is exceeded by nearly two hundred miles, reaching the absolutely stupendous total of 815 miles in twenty-four hours, it is allowed to go practically unnoticed, while columns and pages are filled with accounts of balloon flights that do not occur and the fact that a ponderous and overpowered machine should be able to sprint better than a mile a minute is hailed as the greatest marvel of the age. That steel, gasoline and electricity combined in a form equivalent to the power of many horses should be able to cover one thousand miles or a little over in twenty-four hours is greeted with open mouthed amazement and columns of laudation embellished with pictures of the participants in every attitude.

But the almost inconceivable performance of Bouhours, who rode a bicycle 815 miles, 291 yards, in the twenty-four hours, at the astounding average rate of thirty-four miles an hour, and pointing to the possibility of over one thousand miles, is allowed to go entirely unnoticed in the world's prints. Riding a bicycle on the road at the rate of twenty miles an hour calls for a tremendous exertion; a rate of a little better than thirty miles an hour is the best unpaced performance on the track and from these comparative figures may be gained some idea of what is represented by an average speed of thirty-four miles an hour for a stretch of twenty-four hours. Considering delays and necessary stops it means that for a large part of the time the rider must have been pedalling at the rate of almost fifty miles an hour and on occasion in excess of it. And the performance is rendered more marvellous by the fact that a windshield was not used on the motor pacing machine. The rider was not drawn along in the vortex created at the rear of the power driven machine as has been the case previously, but was in large part left to his own devices. It affords a striking commentary upon the decadence of sporting journalism when pages are devoted to the details of a "mill" between two "pugs" and such a performance calls forth no comment.



## TAKING CARE OF THEMSELVES

And Bicycles' Appearance Show the Effect  
—Absence of Grooming Evident.

One very noticeable fact in connection with the present day use of the bicycle is that a very great number of the riders have apparently ceased to take pride in the proper upkeep of the mount, and give it only the smallest amount of attention which is compatible with its continued performance. Indeed, it would almost seem that this condition of affairs applies to the average rider at this time, and if so, the customary neglect of the machine, for it amounts to nothing less, is greatly in contrast to the prevailing traditions of a few years ago when to ride a wheel which was not spick and span, was almost as much of a disgrace as to ride one which was sorely out of date and in poor condition, and hardly less disgraceful than not to ride at all.

At the time when this state of things obtained, what has been termed the bicycling craze was in full swing. Everyone who rode, and there were few who were physically able who did not, saw to it that his machine was in good working order before going out on a run. If it were not possible to give it a thorough going over immediately after each ride, it at least received a good clean down at the week end, and at such times, every part came in for its share of attention. Not simply were the bearings oiled and their adjustment looked into, but the external parts, the frame and even the spokes, came in for their share, and the result was that rust and mud were not allowed to accumulate, and the average appearance of the machine was far better by comparison than now.

At the present time, while thousands of riders continue to use the bicycle for purely recreative purposes, probably a greater majority make it merely a vehicle of utility, and a means to some other end. As a natural result of this, the appearance of the mount is made but a secondary consideration—so long as it runs well and without undue friction in the bearings, it is allowed to take care of itself. Sometimes, when there is plenty of time and the mood suits, a little overhauling is done, but as a general rule by the time this is done, the neglect has been of so long duration that there are numerous little flaws to be remedied, which take up nearly all of the available time, and so it happens that the outside is left to take care of itself. As a result of this, the continued friction of the small particles of dust and dirt left on the frame in the form of mud, soon destroys the lustre of the enamel, the moisture of the air deposits a thin coating of rust on the spokes and even the brightly polished nickel parts soon begin to show rust spots and patches which mar their finish.

As a matter of fact, it requires but a very

slight expenditure of time and labor to keep the machine in what is really good shape. The bearings will take care of themselves, once they have been adjusted in the proper manner, and so, with the exception of the gear, which requires occasional attention in the way of cleaning and lubrication, there is nothing which is essential except to keep up the appearance of the thing, and watch out for signs of disorder in any of the parts. To do this, requires only that the machine shall be gone over at the end of each run, the dust being brushed off, and the enamel rubbed over with a rag slightly dampened with oil. At the same time, the lock nuts on all the bearings may be tested for adjustment, and the very fact that they are tight, taken as an indication that nothing is amiss. It is a tedious process to go over all of the spokes with an oily rag, yet it is one that pays in the end, and when frequently done, requires but little time after all.

When a machine receives continuous attention in this way, it not simply retains the beauty of its finish for a much longer time than otherwise, but its life and serviceability are actually increased for the very reason that any flaws are likely to be discovered before they have time to do serious injury to the machine or its rider, and by the same token the repair bills are kept down. Although, as a matter of fact, the repair item in the cost of running a good bicycle is not of serious moment even at the worst. But for and away beyond these considerations, a fact remains that when a rider takes pride enough in the machine to care for it as it should be cared for, the amount of pleasure which comes to him from its use will be three-fold greater than that of the individual who simply rides the machine as he finds it, and when done riding, throws it into the cellar and bolts the door. The rider of the clean machine is the one who gets the most out of its use, and the one who gets the most use out of it for the same expenditure of time.

## Douglas Dampens Divers "Championships."

Chairman Douglas, of the Federation of American Motorcyclists' Competition Committee, has taken a stand against the promiscuous promulgation of "championships," which in so many sports, has tended to cheapen that term. The particular case which first claimed Mr. Douglas's attention was the Atlantic-Pablo beach tournament near Jacksonville, Florida, April 9 to 12, which is being managed by W. J. Morgan, the New York sports promoter. The program included "American straightaway championships," "Southern championships," and "Interstate Florida-Georgia championships." Mr. Douglas met Mr. Morgan in New York and pointed out that there was no warrant for such titles and that such events could not be sanctioned, and after a frank and friendly talk, the manager "acknowledged the corn" and agreed to find another term for his "championships." They will be styled "speed trials."

## WHY LAWSON CAME HOME

And Why McFarland Remained in Australia  
—Tale one of Greed.

Iver Lawson's reason for leaving Australia so soon after the racing season began was, as the Bicycling World intimated, because of the resolution taken by the sports promoters in the antipodes not to pay large sums of appearance money to cracks this season. In a letter dated Melbourne, February 16, received this week, the reason for the American's sudden departure is confirmed.

"Lawson's reason for leaving," the letter states, "was because of the sum of money the combination of promoters here offered him—\$31 per program. He certainly was the best man, and decidedly a drawing card, but the promoters made no distinction between him and Rutt or Mayer, whom Lawson had repeatedly defeated.

"Floyd McFarland has remained here for several reasons, chief of which is his desire to win a road race in a provincial district, for which the generous sum of \$1,000 is hung up for first prize. As the distance is but 21 miles, finishing up with about 6 miles on a country track—really a one-mile race course—McFarland thinks with a limit of 11 minutes he will have a reasonable chance of winning. The race is to take place next week, the course being from Sale, in the Gippsland district, to a holiday resort on the ocean front, named Prospect. On the day following the road race, a series of track races will be held, at which the promoter hopes to make up for his outlay on the road race.

"Another reason for McFarland's protracted sojourn in the land of the kangaroo is that he has a law suit on hand. It seems that when he and Lawson went to draw their winnings after the Austral meet, the secretary of the Melbourne Bicycle Club withheld a portion of the money to pay for their entrance and acceptance fees, not only for the races in which they started, but for those in which they were eligible to compete and did not start. Lawson could not obtain the money in full and having engaged passage for the United States, could not afford to remain to carry the matter to court. McFarland determined to stay here and fight, however, and the case is expected to be called shortly. The action of the Melbourne Bicycle Club has been roundly condemned as being parsimonious to a great degree, but all that can be said, however, is that it is characteristic of the practically monarchical rule of the organization."

## They Motorcycle even in Saskatchewan.

Rigors of the Far North evidently are no bar to the spread of motorcycling. Among the recent applications for membership received by Secretary Wehman, of the Federation of American Motorcyclists, is one from a rider in Esterhazy, Saskatchewan.



## NO MORE TEAM WORK

**So Rules N. C. A. at Annual Session—Many Amateurs Made Pros.—Other Doings.**

Important action was taken and sensational developments transpired at the annual meeting of the National Cycling Association which took place at the Hotel Bartholdi, New York City, on Monday night of this week. Two important rulings and a wholesale "turning" of amateur riders marked the meeting.

The most radical rule made was that regarding team work, and it is thought the radical change will have a very wholesome effect on the racing game. Heretofore, riders have been permitted to team in a race, if they announced such combination before getting off their marks. Sometimes the riders took the formality of announcing the tie-up to the referee, but more frequently there were unlawful combinations of two or three riders to shut others out of the running. Besides, "teaming" in its then lawful sense, was totally unfair to the other riders, so it has been decided to abolish the practice altogether. The rule as adopted and passed reads as follows:

"If riders are apprehended in a division or an agreement to divide prize money other than as apportioned on the entry blank, prompt and indefinite suspension will follow. No prize money will be paid out until forty-eight hours after a race, and then only on the written order of the referee."

The Bicycling World has time and again insisted that there should be a different method of running handicap races; as the case has been, the long markers invariably loaf until the scratch men overhaul them, and then endeavor to sleighride home for position—in other words, let the fast men do the lion's share of the pacing. Recently, in France, the racing board that controls track racing there, made a ruling that if, in a handicap race, the limit men are overhauled by the riders on scratch before a certain distance had been covered the former was considered unplaced and ruled from the track. While the National Cycling Association's board has not progressed that far as yet, it will be gratifying to all sport lovers to know that the practice of loafing in handicap races will be severely dealt with. The following rule, which will go a long ways toward correcting the practice, was passed:

"In handicap races a rider will be compelled to ride from his mark, and if, in the opinion of the referee, he has so failed to do, he shall render himself liable to suspension or fine, or both."

As was freely predicted, the amateur ranks were depleted of most of the best riders, and while nearly all the "turnings" were undoubtedly justified, there are some who propose taking their cases to the Board of Appeals. The New York Athletic

Club was the most severe sufferer by the transfers, its entire team of last year being turned into the professional class. The quartette who must hereafter mingle with the acknowledged cash chasers, unless the action is reversed by the higher board, are Fred Ernst, of Rochester; Edward Rupprecht and Charles Franks, of Newark, and Charles A. Sherwood, of New York City. It will come as a great surprise to many to learn that Sherwood has been made a "pro." The New Yorker is quite indignant and proposes taking his case to the Board of Appeals.

"Why, I had no idea that my name was even being considered for transference in the professional column," said Sherwood. "They have nothing against me, and I can show every prize that I have won the last year, and as for taking money for riding, well, let them prove it, that's all. The action of the National Cycling Association was entirely unjustified and I shall certainly take an appeal from its decision. The whole truth of the matter is, it seems to me, that the track promoters in the East wanted a lot of professionals to fill in the ranks so they could make a respectable showing in the heats, and to secure them they made a ruthless swath in the amateur field. One thing is certain, I shall not ride as a professional."

Other amateurs who were transferred were Teddy Billington, of the National Athletic Club, Brooklyn; Alfred Ashurst, of Newark, N. J.; J. J. McKinnon, Dennis Connolly, E. L. Collins and J. B. Coffey, all of Boston. F. J. Denny, of Buffalo, N. Y., was restored to the amateur ranks. Denny was turned professional two years ago, and has not since ridden. W. E. Samuelson, of Salt Lake City, now racing in Australia, was indefinitely suspended for reprehensible conduct. Samuelson participated in a fake match race at Denver, Col., last summer with W. W. Hamilton.

Of vital importance to the cycle racing game was the election of officers to serve the N. C. A. another twelvemonth. A. G. Batchelder consented to remain as president, conditionally, the conditions likely to be made known later. All the other officers were re-elected as follows: First vice-president, C. B. Bloemcke; second vice-president, P. T. Powers; secretary, R. A. Van Dyke. R. F. Kelsey, who, it was intimated, would not remain chairman of the Board of Control, also agreed to remain in the chair. The new members of the Board of Control are, D. H. Lewis, Buffalo, N. Y.; Gus Castle, Atlanta, Ga.; and John Halverson, Salt Lake City, Utah. P. T. Powers and A. G. Batchelder, New York City; C. B. Bloemcke, Newark, N. J., and C. Ross Klosterman, Baltimore, Md., remain on the board.

The old Board of Appeals will remain in office also. It is made up as follows: Abbott Bassett, Boston, chairman; M. L. Bridgemen, New York City; S. A. Miles, Chicago; Albert Mott, Baltimore, Md., and W. W. Wilson, Buffalo, N. Y.

## HOW BOUHOURS DID IT

**Fuller Details of his Stupefying Record Ride—Knees "Cracked" in Last Hours.**

Emil Bouhours' wonderful performance at Paris when he broke the world's twenty-four record is even more stupefying now that additional information has come from France. Riding behind motorcycles, this Frenchman covered in twenty-four hours 815 miles 291 yards, beating by more than 181 miles a record that had stood for years. His average speed was over thirty-three miles an hour, faster than many railroad trains average for the time. There seems to be no limit of human endurance and speed. At the end of ten hours, Bouhours had covered 400 miles 1,429 yards, equivalent to a speed of forty miles an hour, so that at times he must have traveled at the rate of forty-five or even fifty miles an hour. At half time, twelve hours, his record was practically 475 miles, which gave promise of at least 900 miles in the twenty-four hours.

Had Bouhours' knees not given way on account of the cold, it is not doubted but that he would have tacked thirty or forty more miles on the record. At twenty-two hours he was nearly 200 miles ahead of the old figures, and up to that time Bouhours had maintained an average speed of thirty-five miles an hour. For the last two hours, however, he was "all in" and in the twenty-third he covered only nineteen miles and in the last, less than fourteen miles. Six pacing machines were employed in the record breaking whirl.

Bouhours' competitors were Arthur Vanderstuyft, well known to six day goers, and Henri Contenet. The latter made the mistake of going too hard at the start and although he broke the record up to the seventh hour, lost ground fast after that. Later on he grew stronger and was riding faster than either of the others at the finish. At the finish Contenet was forty-two miles behind the winner, who led Vanderstuyft by thirty miles. The appended table shows Bouhours' record breaking flight by hours, as compared with the figures made by A. E. Walters, in 1899:

Hour.	Bouhours. Miles-Yards.	Old Record. Miles-Yards.
9	367- 572	266- 761
10	400-1429	293-1054
11	438-1505	321- 144
12	474-1481	348-1063
13	510-1199	363-1110
14	538- 968	389- 493
15	574- 398	421- 25
16	608-1177	450- 95
17	640-1589	471-1471
18	672-1712	493- 731
19	....	513-1321
20	724- 454	536- 591
21	757- 812	561- 119
22	781- 993	583-1139
23	801- 349	607-1283
24	815- 291	634- 57



DURING THE LAST THREE YEARS  
25 Big Plants have produced 47,000 Automobiles

DURING THE CORRESPONDING PERIOD,  
One Big Factory has produced 75,000 Bicycles,

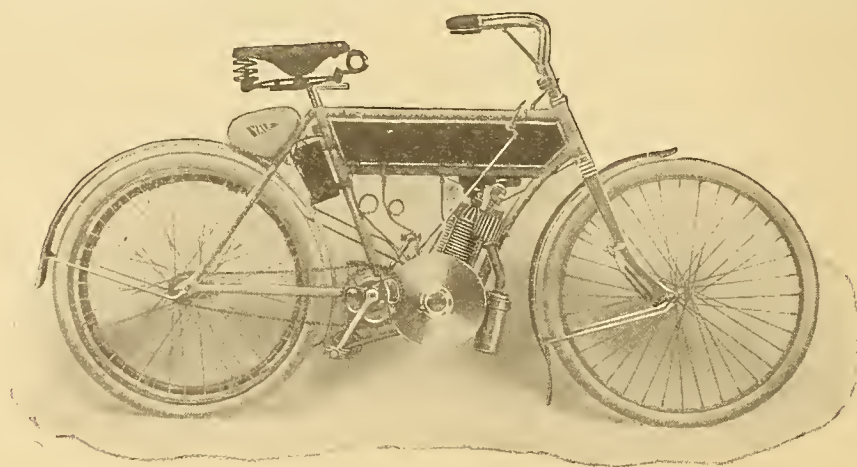
which serves to show that appearances are often deceitful and that that which seems to be the "whole thing" is but a comparatively small part of it when put to the test of facts and figures.

THOSE 75,000 BICYCLES  
Were YALE and SNELL Bicycles

and they brought lots of health and happiness to man, woman and child and handsome profits to the dealers who sold them—and the number is being added to every day in the year.

---

THE ONE BIG FACTORY  
also produced and is producing not a few of these



YALE=CALIFORNIA MOTORCYCLES

which are distinctly of the "right sort" and sold at the right price as inquiry will serve to convince you.

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THE CONSOLIDATED MFG. CO., = Toledo, Ohio.



## ELEMENTS OF THE MAGNETO

## Principles of the Device Which Many Predict will Replace Dry Cells.

It seems odd that the development of the motor bicycle, so far as the system of ignition employed is concerned, should have followed such radically differing lines abroad and in this country, without one ever having crossed the path of the other, or resulted in a compromise of any kind. European designers adopted the magneto from the outset, and the majority have never used anything else. In this country the dry battery was first employed and so far as known, no American machine has ever been equipped with magneto ignition. There is not, however, quite the same uniformity of practice on the other side as here, for in this country the dry battery is an unvarying standard, while the foreign school is divided into two branches—those favoring the magneto, and those pinning their faith to the accumulator or storage battery, which may be said to form the minority, except possibly in England, where the magneto does not appear to have been accepted to the same extent as on the Continent.

Before entering upon a description of the magneto or an explanation of the manner of employing it, to be given in a subsequent article, it is essential that the operation of the machine in generating the current should be made clear. In all probability there is not one American motorcyclist in ten, who is not an electrician or otherwise technically informed, that is conversant with the details of electric current generation or the manner in which it is applied, so that delving into the subject from an elementary standpoint will doubtless not be out of place.

The primary rudiments to be understood are the effect of magnetism and its "lines of force." It is not necessary to attempt to understand what magnetism itself is, for in so doing the novice would be trying to outstrip the most erudite of investigators who are now no closer to a solution of what this mysterious force is, than what electricity is. Suffice to say, it has a definite name and its effects are definitely known. Magnetism and "lines of force" are but two ways of expressing the same thing. When a piece of steel is magnetized, its attraction for other pieces of steel or iron is apparent, though neither the reason why nor the manner in which it exerts its uncanny power is visible or tangible. These are its "lines of force." While they are ordinarily invisible, those who wish to satisfy their own curiosity may do so by a very simple experiment which will serve to illustrate in a startlingly graphic manner what a power these so-called lines of force are. Take an ordinary horseshoe magnet, of the smallest size and the cheapest variety—the kind that the average schoolboy acquires for the large sum of two or three cents, and it will serve the purpose admir-

ably though the larger the magnet the more striking will be its exhibition of power. Next take a sheet of glass or paper, the former being preferable on account of the uniform level it affords, and scatter a generous pinch of iron or steel filings on it; holding it level, pass the poles or ends of the magnet, from which the "keeper" or armature has been removed, around a circle on the under side of the glass. The filings

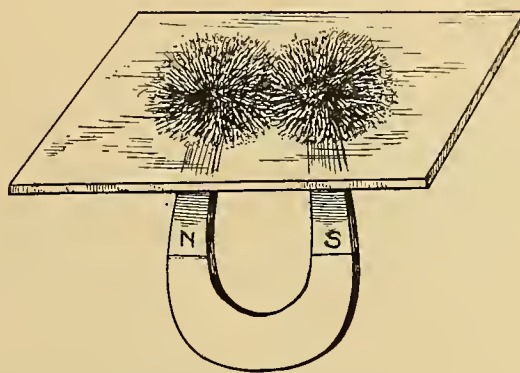


Fig. 1.

will as if by magic arrange themselves in radiating lines about each end or pole of the magnet in the form shown in the illustration (Fig. 1).

The letters in the centre represent north and south, and show the "poles" of the magnet beneath the glass. And magnetism is just the reverse of homeopathy in that like poles repel, that is two north poles have not the slightest use for one another and will tend to move apart when placed together. The same is true of any number of north or south poles; a repelling action is set up between them the moment they

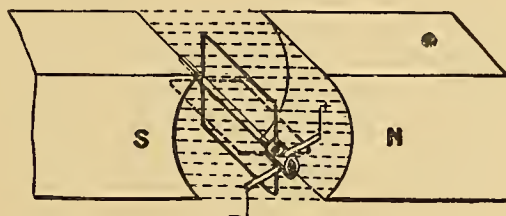


Fig. 2.

are brought close enough together. And the reverse is true—opposite poles attract. This characteristic of the lines of force or magnetism is fundamental and must be borne in mind in order to understand how it is that a current of electricity is generated merely through mechanical movement. Of equal, if not greater importance is the fact that when a coil of wire is passed through these lines of force, an electrical current is induced in the wire, first in one direction and then in the other, as the wire moves from the influence of one pole of the magnet into that of the other. Hence the term, alternating current, and this describes the primary nature of all electric currents. They are alternating or pulsating; there is a thrust or spurt in one direction, and a return, and then a thrust in the other and its return. Reduced to its very lowest terms, this process is illustrated in the sketch shown in Fig. 2. It shows two abutting poles of a magnet, north and south, with a single loop of wire

between them and adapted to be revolved as close as possible to their faces which represent sections of a circle, so that the circle may sweep by within a fraction of an inch of the iron. This established, it was discovered that winding the wire on a block of iron, greatly increased the effect in the following manner. That portion of the metal closest to the south pole would be subject to its maximum influence and become a south pole itself; hence, it would tend to move away, for like poles repel. But before entirely leaving the influence of the south pole, it would enter that of the north, and part of it would be repelled and part attracted, always in the same direction, of course. The moment it was entirely under the influence of the north pole of the magnet, it would take on the same characteristic itself, and be positively, or "north pole" magnetized, and would then repel its new dominator.

Here in a nut shell, is the principle of the magneto. During the time necessary to explain this chain of operations, they would have been repeated in the armature or revolving portion of the machine, many thousand times—the changes taking place with such lightning like rapidity as to be utterly beyond the capacity of the human mind to follow. The faster this wire is revolved between the faces of the poles, known as the magnetic field, the more frequently will the lines of force be cut, and the higher will be the voltage, potential or electromotive force, these being but different names for the same thing and, reduced to everyday terms, they mean the pressure at which the electric current is said to flow. Increasing the number of turns of wire will increase the amount of electricity generated, so that with these infinitely variable factors as a basis, both the pressure at which the electricity is delivered and the amount made may be varied at will by increasing the number of turns of wire and increasing the speed at which it is revolved.

A digression is necessary here to explain something more of the nature of an electric current, without an understanding of which a comprehension of the magneto—the simplest electric generator made—is not possible. Motorcyclists talk glibly of volts amperes without, in many instances, having the slightest idea of what they represent and many others would like to know, but dislike to reveal their ignorance. A current of electricity may best be compared with water flowing in a pipe, for though it is not definitely known just how electricity travels in or on a wire, it is usually said to flow. Water flowing in a pipe, however, moves under a certain amount of pressure and so many gallons are delivered per minute. For instance, the water in a small tube is under a pressure of six pounds to the square inch, and the pipe delivers fifteen gallons per hour. Applying the simile, the dry battery of the usual motor bicycle gives a pressure or voltage of six, and delivers fifteen amperes—the voltage is the pressure and the amperage, the amount of current delivered. Thus there may be pressure with practically



no current or amperage, just as there may be pressure in a pipe, but no water flowing from it, which tersely explains why a dry battery will not fire the engine when exhausted, although if tested with a voltmeter, it shows six volts. Hence the volt is the unit of pressure, the ampere the unit of current or quality; the product of the two is power or watts, but further mention of the latter will be unnecessary.

To return to the subject, it will be apparent that no matter how much electricity were generated in a machine, it would be useless unless led off, and this is done by brushes or collector rings, bearing on copper disks or hubs. Collector rings are used on alternating current generators and commutators are employed to straighten out the pulsations of current into a continuous flow in what is known as the direct current generator. The manner of leading off the current is roughly indicated in Fig. 2, the ends of the wire being marked plus and minus, the former representing the positive and the latter the negative. In the case of the magneto or alternating current generator of any type, the polarity or direction of the current alternates with each pulsation, but in a direct current generator, the poles remain constant and the positive represents the pole at which the current leaves the machine and the negative at that which it returns.

And here a further digression must be made to explain a point upon which universal misconception exists. In order that electricity may flow there must be a circuit—water forced into one end of a pipe will not flow unless it issues at the other end. In the case of electricity there is this distinction, however, that the electricity not only does not flow, but is not generated in the machine unless there is a circuit. The greater the amount of resistance encountered by the current in its flow through the various apparati in the circuit, the greater will be the flow of current up to the capacity of the generator. Thus one may walk with impunity upon the rails of an overhead trolley system, though they are directly connected with the generators in the power house and their output would kill a regiment. Or again one might take hold of the overhead wire alone with no harmful result, but the instant he stood upon the rail and grasped the wire, or as the Hibernian trolley inspector told the anxious old maid who asked if she would be shocked by putting one foot on the rail, "Shure not, mum, but if you put wan fut on the rail and wan fut on the wire up there, you'll be shocked and so will I." In other words, the moment the circuit is complete, a path is opened for its passage and the current flows. This serves to riddle the fallacy of meeting with harm through stepping upon or coming in contact with a "charged" wire. If a current be flowing through it, it is a live wire, if not it is dead, but in either case, no harm will result from touching it unless some other portion of the body is in contact with something through which the current may find a return path.

#### Persons Produces a No. 2.

For a long time it has been the policy of the Persons Manufacturing Company to meet any reasonable demand put upon them by the trade, and to supply new wants in their line of manufacture as fast as consistent with careful designing and workmanship. Thus in mid-season they announce—and simultaneously begin delivering—Persons Motor Seat No. 2, the chief characteristics of which are, considering its size, lightness and compactness of build. In this new model, as is shown in the accompanying cut, the springs are all contained in the space between the top and the truss, and so are removed from possible interference from the battery box.

This new Persons model does not tip the scales at three pounds, the weight of many of the old safety saddles, yet is twelve and a half inches long over all and nine and a



half inches wide. In fact, the top, tension springs, front springs and several other parts are identical with those of the Royal Motor Seat.

The supporting truss is of a new design, and, as may be expected of a product of the Persons plant, is characterized by neatness and mechanical ingenuity. The upper spring has in its clamp carrying portion an upward curve, upon which the saddle may be set at any angle. This design places the saddle an inch and three-quarters lower than if the curve were downward, as in other saddles. A drop forged clamp, more than double the size of the regular ones, and carrying a half inch set screw, is equipped. The lower spring of the truss takes the form of the letter V, the point being at the front and the arms running to the bases of the spiral springs in the rear, passing the clamp in the centre without contact. This spring, being free from the clamp and without curve or bend from front to rear, rigidly performs its function of bracing and maintaining the ends of the supporting spring. Oil-tempered springs are used throughout and the very best materials obtainable are found in the other parts.

Contracts for 1906 for these seats have already been placed by the Thomas Auto-Bi Company, Consolidated Mfg. Co. and the American Motor Co.

#### How Fox Makes Non-Fibrous Steel.

A new method of producing a tough, non-fibrous steel has lately been brought out by Colonel Fox, of the London Salvage Corps, for which a great deal of virtue is claimed as a means of making materials particularly

suited to the extremely rigorous needs of such machines as the motorcycle. It consists in winding about a core, which is a single rod of steel, several other rods of various sizes in layers, the mass thus formed afterwards being thoroughly heated and welded together under a powerful hammer until it has been practically incorporated in one piece. The principle of the thing is by no means new, a similar method having been in use for years in the construction of iron for chain and anchor work, and a somewhat similar process in which discarded telegraph wire was used as a basis, being employed in the manufacture of the axle steels used by the London and Northwest Railway Company of England. In this case, the wire after having been sweated to remove all traces of the galvanizing metal, was rolled into balls and raised to a welding heat, after which it is perman-

ently welded together under a powerful squeezer. The metals resulting from any of the processes of this general nature are remarkably tough and refractory, and have the further advantage of being without grain or continuous fibre and hence particularly suited for the parts which are to be subjected to strains in different directions and of varying magnitude.

#### Proof of "Sympathetic Interest."

Many are the methods adopted by cycle firms on the other side to "drum up" trade. An English daily newspaper quotes a lengthy letter from a dealer in Coventry addressed to a member of Parliament, and expressing in terms of the warmest appreciation his thanks for the M. P.'s espousal of the cause of Ireland. The writer of the letter professes to be an Irishman himself. After writing in such glowing terms that one could scarcely doubt his nationality, he adds a postscript thus: "In appreciation of the sympathetic interest you take in the welfare of my native country, I enclose some catalogues, and shall be pleased to supply you with a cycle at half-price. If you do not cycle yourself, I shall be glad to supply a cycle at these terms to some other member of your family." And yet there are some who say the cycle trade is lacking in enterprise.

#### Cycles for St. Paul Cops.

St. Paul, Minn., at last has come to the realization that bicycles can be used to advantage by members of the police force. As a starter, a squad of seven men will be so equipped for summer duty.



## Motorcycle Racing on the Wave Washed Sands.



SCENES AT THE RECENT MEET ON LONG BEACH, CAL.

### Dupuis Best on Roy's Rollers.

Marcel Dupuis, the young Frenchman who won the individual championship home trainer races at the Century Road Club of America's meet two weeks ago, scored the best performance in the time trials on the rollers at the club house of the Roy Wheelmen, West Twenty-sixth street, New York City, on Sunday last, 18th inst. The trials were at one-quarter of a mile and open to members of the club only. Dupuis was clocked at 19 $\frac{3}{4}$  seconds. Henri Evheveque was second, in 0:21 $\frac{3}{4}$ . The times of the other riders who competed are as follows: F. L. Valiant, 0:22; Robert Roullier, 0:24; George Schmoll, 0:27; Jean Roy, 0:28, and Edouard Prudent, 0:29 $\frac{1}{2}$ .

### F. A. M. Competition Committee Comple.

On recommendation of the Philadelphia Motorcycle Club, President Betts, of the Federation of American Motorcyclists, has appointed Frank Shaw a member of the National Competition Committee. The appointment of the Philadelphian completes the make-up of that committee, the other members of which are Roland Douglas, New York, chairman; J. A. Turner, Chicago; John Hurck, St. Louis, and C. C. Hopkins, San Francisco.

### F. A. M. Competition Committee Full.

It was Robert J. Walthour's pleasure to administer a beating to Caesar Simar at the opening of the velodrome de la Fleche, in France, on Sunday, 4th inst. The men came together in the final heat of the twenty-kilometre motor paced race. Walthour started off with a rush and Simar was left several laps behind. The time was

17 minutes 47 seconds. Gus Lawson, Walthour's pacemaker, competed in a motorcycle race, but finished third, Paris and Leulop crossing the line ahead in the order named. Carle Vanoni, the plucky Italian who rode in last year's six-day race, won the final heat of the "Course des Primes," beating Thuau and Germain.

### Dates of Championships Advanced.

The dates of the world's championships have been changed from August 12, 16 and 19 to July 29 and August 5. As was told in the *Bicycling World*, the meet this year will be held on the Junction track at Geneva, Switzerland. Now that the change of time has been made it is quite probable that America will be represented by Kramer, as he will be enabled to compete in Switzerland and still return to this country in time for the National circuit championship.

### Dinner in Honor of Dyer.

On Thursday evening next, March 29th, a goodly number of the New York and New Jersey divisions of the Century Road Club of America will sit down to their annual dinner in Terrace Garden, Fifty-eighth street, near Third avenue, New York City. The dinner is in reality given in honor of ex-president Peter A. Dyer, as a token of appreciation of what he did for the organization during his incumbency.

Among the members just enrolled in the F. A. M. is Miss Dorothy Rice, daughter of Gen. Isaac L. Rice, of Riverside Drive, who is the only lady motorcyclist in New York. She is a little miss, still in her teens, who handles her motorcycle with ease and skill.

### New Hour Record for Motorcycles.

Three attempts were made at the Parc des Princes track, Paris, Sunday, 11th inst., to break motorcycle records for one hour, and twice was the feat accomplished. Rene Thomas, on an Alcyon motorcycle, covered 56 miles 1,685 yards in the hour, the old record being 55 miles 1,520 yards. His time for 100 kilometres (62 miles) was 1 hour 5 minutes 27 $\frac{1}{2}$  seconds. Anzani, on a heavy motorcycle, fell while going at the rate of 50 miles an hour, but was not injured. Thomas' record was not allowed to stand long, for Pernette, on a machine weighing 110 pounds, covered 59 miles 801 yards inside the hour—the world's record, and a remarkable performance. Pernette's time for the 100 kilos. was 1 hour 3 minutes 52 $\frac{1}{2}$  seconds.

### Virginia Exempted Bicycles of all Kinds.

Bicyclists and motorcyclists in Virginia are no longer in danger of being required to pay a \$2 registration fee, and to carry numbers and rear lamps, to crawl at four miles per hour and to stop and leave their names at all tollgates or whenever any constable or citizen made such a request.

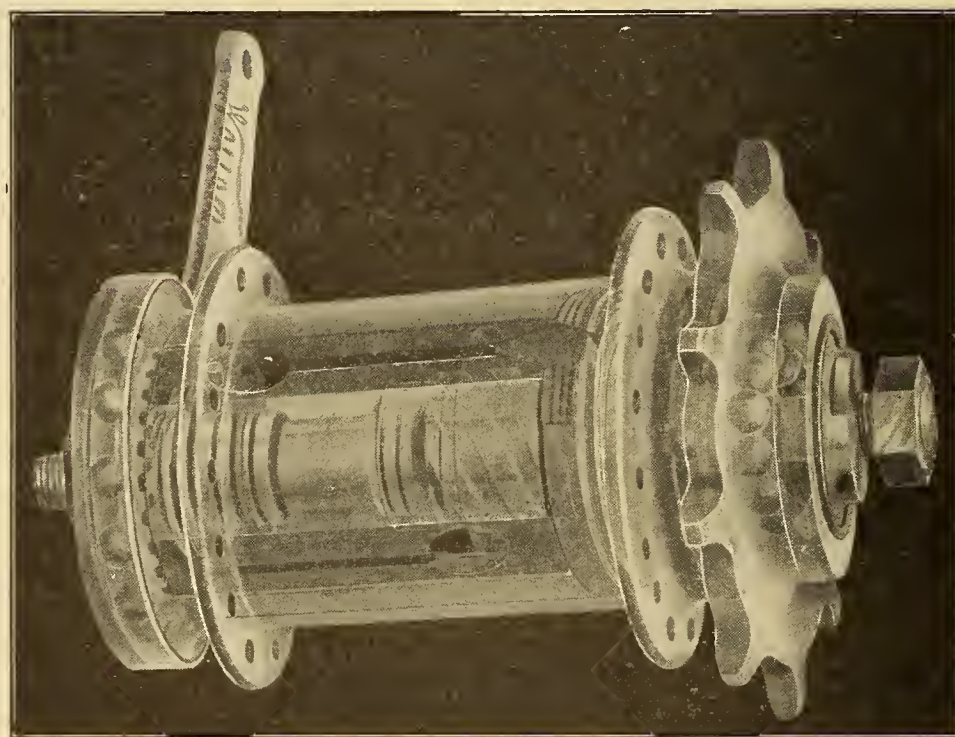
In reply to the plea of President Betts, of the F. A. M., that bicycles and motorcycles be exempted from his act imposing those burdens, Delegate Byrd, of the Virginia legislature, writes that that was done, making the bill apply only to automobiles. After these and a few other amendments were made, the act was passed and will remain a law for at least two years, as the legislature has since adjourned for that period.



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## TOO MUCH HOT AIR, SAYS TOEPEL

Points out how it Affects Motor Mixtures—  
Where he Would Apply the Heat.

"Air Regulation of Carburetters," was the title of the topic handled by M. E. Toepel, at the last discursive session of the New York Motorcycle Club. It was a thoughtful subject and the questions and answers that were brought out seemed to bear out the burden of Mr. Toepel's argument, i. e., that there is a too general tendency to supply overheated air to the mixture and that auxiliary cold air inlets are desirable.

Many of the members present had suffered loose air shutters or had lost the domes off their inlet valve primers, while others had drilled a hole or holes in the domes and all agreed that the result was a marked increase in the power of their machines. Mr. Toepel warned his hearers, however, that such practices require exercise of caution as, while they might correct some troubles, they were as likely to increase them by inducing that excess of air which is fatal to any mixture. In substance his address was as follows:

"Methods of air regulation in carburetters may be divided into three classes; those that draw in air without raising its temperature, those that employ a hot air intake and those that are provided with a hot air jacket—usually heated from the exhaust—but it is my intention to consider only the latter, as most of you are familiar with the two first mentioned.

"Probably it is not universally known that while the motor will continue to operate with the many varying mixtures that are possible by varying the adjustments under way, there can be only one correct mixture. That is to say, the number of molecules of gasoline vapor drawn in by each suction stroke of the piston for the explosion, must bear a certain and well-defined ratio to the number of atoms of oxygen contained in the amount of air that has been drawing in at the same time. At higher temperatures air expands and in consequence, every cubic inch of heated air will contain fewer atoms of oxygen than the same volume would cold, when the air is more condensed, the displacement, however, being the same in both cases.

"Where additional means of providing air to the carburetter are employed, such as the device known as the auxiliary air intake, the operation of the latter permits the variation of the amount of air as well as the quantity of gasoline used. That is, when the auxiliary air inlet is open more air and less gasoline will be drawn in for as the amount of air increases the gasoline drawn in decreases.

"My theory of carburetting corresponds to that of the surface carburetter, with which I had considerable experience in the

early days of motorcycling. In a surface carburetter an extremely rich mixture is first created in the tank itself and this, of course, was vastly larger in proportion than the float feed chamber of the modern type. This mixture is so rich in molecules of gasoline vapor and so poor in oxygen atoms that ignition will either not take place at all or will be found extremely difficult. Hence, a mixing chamber or mixer is employed which permits of the introduction of more air and with it a greater quantity of oxygen atoms in order to produce a mixture of the correct proportions. This is brought about by partially or wholly opening the vents of the mixing valve and when the latter is open to exactly the right degree, the motor will not only fire without any trouble, but will develop its greatest power.



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"From the foregoing it will be apparent that it is not advantageous to supply warm air from the radiators. A carburetter of the proper proportions should be designed so that the necessary amount of gasoline may be drawn in with the greatest possible speed. The air should be concentrated, that is, rich in oxygen and therefore cold. For this reason the operation of the carburetter will not be affected by placing it away from the motor, in fact, the latter will be an advantage by permitting denser air to reach it. That evaporation is attended by a lowering of the temperature is a familiar fact and in consequence the constant vaporization tends to chill the carburetter so that in cold weather freezing is apt to occur. In order to avoid this source of trouble it is necessary that heat be applied to the carburetter. The question then arises, Which is the most advantageous place to apply it?

"In order to answer the requirements adequately, the conditions must be taken into

consideration and the first and foremost of these is the fact that the cold is produced inside the carburetter itself. Therefore that is where the heat should be introduced, but neither heating the air intake nor jacketing the entire carburetter can accomplish this purpose most effectively. The greatest drop in temperature is to be found at the point where the vaporization is going on, and that is right at the point of the spray nozzle itself. Then right there is where I would apply the heat or as near to it as possible to do so. This can readily be done by surrounding the jet with a warm air jacket connected with the exhaust through the medium of a bypass, in which a small pet cock is placed in order to be able to cut it off entirely in warm weather, as was done on the old Canda quadricycle, and is somewhat similarly provided on the Longuemare carburetter. Such a device is extremely simple and cannot fail to act so long as any gases from the exhaust pass through it. My theory is that the heat should not be introduced with the incoming air, but should be produced inside the carburetter itself and as close as possible to the jet or spray, and my reasons for upholding this principle are those which I have given.

"I believe that if such as the Thor or Indian type of carburetter were placed further away from the engine, even better than the good results now obtained would be possible or that if such carburetters so placed were provided with a scoop or mouth directed forward to obtain cold air as well as the rear scoop that now takes hot air from the engine, that the benefits would prove worth while, particularly if the forward scoop was so made that it could be opened or closed as conditions required.

"That the air, or rather the gas, can be made too hot, I proved with a machine which I built in an experimental way many years ago. We placed the brass carburetter or mixing valve on top of the engine and while the latter was operating, all was well, but raising the exhaust valve or a stoppage would mean inability to restart. The carburetter would get so hot that the very life would be cooked out of the gas before it reached the combustion chamber and, of course, it would not explode."

## Cyclist Ventures a Prophecy.

"Want a prophecy in which to stick a pin?" queried one of the loyal cycle travelers who has not been carried off his feet by the "automobile boom." Assured that prophecies rarely did much harm, he went on: "This is it: that within two years a lot of the ex-bicycle men who floated or broke into the automobile trade and who are now 'doing the heavy' with their trousers turned up, their gloves turned down and their coats held together careless like by the bottom button, will be looking for jobs again in the bicycle business. It's coming, sure. Just stick a pin and that and don't forget that I was the tell-you-so that said it."



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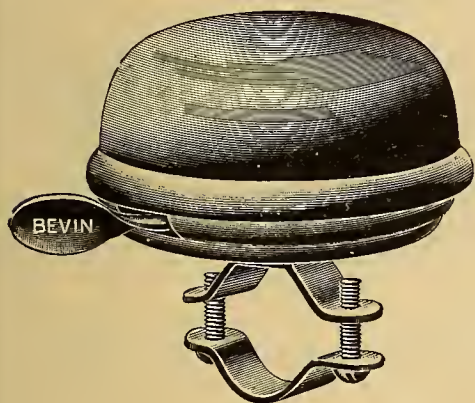
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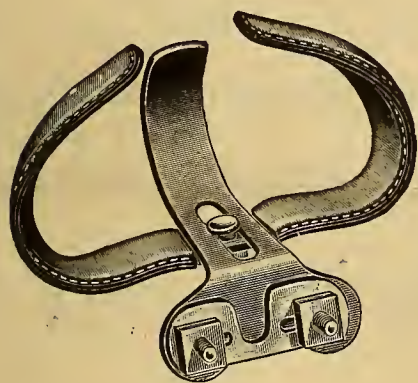


# THE "Good Old Standbys"

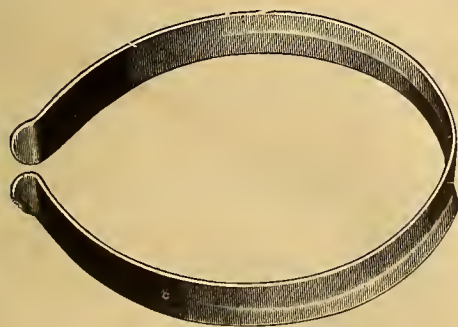
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### Moonlight Runs for Bay Views.

Captain John Wuensch, of the Bay View Wheelmen, Newark, N. J., has mapped out a busy schedule for the riding season of 1906. His program is an attractive one and calculated to bring out many riders who have been within their shells for a year or two. Here it is:

April 22, Avondale; May 6, Lorraine; May 8, moonlight run through Newark; May 20, Linden; June 3, Paterson; June 5, moonlight run on river road; June 17, Bergen Point, with shore dinner, a special feature; July 1, run to Coney Island; July 10, moonlight run to Chatham; July 15, South Beach; August 7, moonlight run through the Oranges; August 12, Boynton Beach; August 26, Carlstadt, September 2 and 3, Philadelphia; September 16, Metuchen; September 18, corn feast at Linden; September 23, reunion run to Wheat Sheaf Inn; October 7, Singac; October 21, cross country run; October 28, hare and hound chase, season's end. As has been the practice, all runs will start from the clubhouse. Edward Wuensch has been made first lieutenant. Ernest Erb is sergeant. That well-known road rider and "good-fellow," Julius Husse, has been made quartermaster. He will repair all disabled wheels and riders along the road. George Lotsey will carry the club's standard and William Otto is to bear the national colors. Walter Stager is to be the bugler. Allan Wuensch, the captain's nephew, will again be the club's mascot.

### Roy Wheelmen Outline Season's Sport.

At a meeting last Friday night, the Roy Wheelmen, of New York, mapped out their schedule for the season, which indicates that they do not intend to let the grass grow under their tires. The club championship will be decided by a five-mile road race to be run at Valley Stream on Sunday, April 15. The trial heats will be at one mile, with three men in each to qualify for the final. The races, which are for club members only, with the exception of the half-century run, are dated as follows: Ten-mile handicap, May 13; half-century run, open, May 27; fifteen-mile handicap, June 10; twenty-mile handicap, July 8; twenty-five-mile handicap, August 12, and fifty-mile handicap, September 9. The club also voted to return to its old colors—orange and black, discarding the pale blue and black now in use. F. L. Valiant was elected chairman of the racing board, and he appointed as his confreres Jean Roy and Edouard Prudent.

These officers have been elected by the Clifton Wheelmen, of Baltimore, Md.: President, George M. Armor; vice-president, John M. Sessions; secretary, H. W. Cave; treasurer, Edward J. Meehan; house committee, J. E. Kinnamon, W. R. Turner and Harry McLanahan; board of governors, George Claridge, Walter Jones and John M. Sessions; entertainment committee, George Schaeffer, J. E. Kinnamon and William J. McBride.

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cushioned either by suspension or with springs or combinations of both; and every dealer or rider who pays the price of a High-grade bicycle is entitled to one of them and can get it unless he is not easily dissuaded.

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